

**STATE ROUTE 39
CULVERT REHABILITATION PROJECT
AT BROWN'S GULCH**

INITIAL STUDY

LA – 39 – KP 36.14 PM 22.46 EA: 4G7000



CALTRANS DISTRICT 7
DIVISION OF ENVIRONMENTAL PLANNING
March 2004



SCH #
07-LA-39-PM 22.46
EA: 4G7000

The proposed project would install an access road and rebuild the existing culvert bottom that crosses beneath State Route 39 at Brown's Gulch an intermittent stream in the Angeles National Forest, in Los Angeles County. The project has been proposed to rehabilitate the culvert invert structure in order to insure the stability of State Route 39.

Initial Study (IS)

Submitted Pursuant to: (State) Division 13. Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

March 24, 2003
Date of Approval


Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
California Department of Transportation
District 7 – Los Angeles

MITIGATED NEGATIVE DECLARATION (ND)

Pursuant to: Division 13, Public Resources Code

Description:

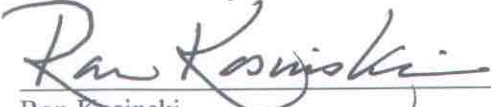
The proposed project would be located off of State Route 39, San Gabriel Canyon Road, in the Angeles National Forest just north of the City of Azusa in Los Angeles County. The proposed project would reconstruct the culvert invert at the bottom of Brown's Gulch a canyon adjacent to State Route 39. The project has been proposed to ensure the stability of the structure which is presently compromised by scour caused by erosion and age. In order to complete this work, a temporary sled path would be used to transport equipment and workers to the culvert entrance.

Determination:

An Initial Study (IS) has been prepared by the California Department of Transportation (Caltrans). On the basis of this study, it has been determined that the proposed project would not have a significant effect on the environment for the following reasons:

- The proposed project would not impact any scenic resources or degrade the existing visual character.
- The proposed project would not impact any agricultural resources, conflict with existing zoning for agricultural use, or result in the conversion of farmland to non-agricultural uses.
- The proposed project would not conflict with or obstruct implementation of the applicable air quality plan, violate any air quality standards, effect climatic conditions, effect ambient air quality, or result in the creation of objectionable odors.
- The proposed project would not have significant impacts on biological resources, including any sensitive plant or animal species, other wildlife, and sensitive habitat communities.
- The proposed project would not impact any cultural resources, historical resources, archaeological resources, unique geologic feature, or human remains.
- The proposed project should not result in any seismic ground shaking, liquefaction, soil erosion, landslides or any other geologic impacts.
- The proposed project would not result in exposure to hazardous waste or material.
- The proposed project would not impact hydrology or water quality.
- The proposed project would not impact natural resources such as fuel, energy, or minerals.
- The proposed project would not conflict with existing land use or planning and would not induce population growth or the need for housing.
- The proposed project would not result in any social or economic impacts.
- The proposed project would not impact access to public services or recreational facilities.
- The proposed project would not impact transportation or traffic patterns, utilities or services.
- The proposed project would not result in any increase in noise.

The proposed project would result in some environmental impacts; however, measures to minimize harm are included as part of the project that would reduce impacts to a level below significance. The project would ensure the stability of the structure which would therefore enhance the safety of SR-39.


Ron Kosinski

Deputy District Director, District 7
Division of Environmental Planning
California Department of Transportation
District 7- Los Angeles


Date

Table of Contents

1	PROJECT PURPOSE AND NEED-----	4
1.1	Introduction -----	4
1.2	Purpose-----	4
1.3	Need-----	4
2	DESCRIPTION OF PROPOSED PROJECT-----	6
2.1	No Project Alternative -----	6
2.2	Alternative 1-----	6
2.3	Alternatives Considered and Rejected -----	8
2.4	List of Permits/Approvals Required-----	8
3	AFFECTED ENVIRONMENT-----	9
3.1	Physical Environment -----	9
3.2	Biological Resources -----	9
4	ENVIRONMENTAL EVALUATION -----	11
4.1	AESTHETICS -----	12
4.1.1	Discussion of Environmental Evaluation Question 4.1 – Aesthetics -----	12
4.1.2	Measures to Minimize Harm -----	12
4.2	AGRICULTURE RESOURCES -----	13
4.2.1	Discussion of Environmental Evaluation Question 4.2 – Agricultural Resources -----	13
4.2.2	Measures to Minimize Harm -----	13
4.3	AIR QUALITY -----	14
4.3.1	Discussion of Environmental Evaluation Question 4.3 – Air Quality-----	14
4.3.2	Measures to Minimize Harm -----	14
4.4	BIOLOGICAL RESOURCES-----	16
4.4.1	Discussion of Environmental Evaluation Question 4.4 – Biological Resources-----	16
4.4.2	Measures to Minimize Harm -----	20
4.5	CULTURAL RESOURCES-----	23
4.5.1	Discussion of Environmental Evaluation Question 4.5 – Cultural Resources -----	23
4.5.2	Measures to Minimize Harm -----	23
4.6	GEOLOGY AND SOILS -----	24
4.6.1	Discussion of Environmental Evaluation Question 4.6 – Geology and Soils -----	24
4.6.2	Measures to Minimize Harm -----	25
4.7	HAZARDS AND HAZARDOUS MATERIALS -----	26
4.7.1	Discussion of Environmental Evaluation Question 4.7 – Hazards and Hazardous Material -----	27
4.7.2	Measures to Minimize Harm -----	27
4.8	HYDROLOGY AND WATER QUALITY -----	28
4.8.1	Discussion of Environmental Evaluation Question 4.8 – Hydrology and Water Quality 29	
4.8.2	Measures to Minimize Harm -----	29

4.9 LAND USE AND PLANNING	30
4.9.1 Discussion of Environmental Evaluation Question 4.9 – Land Use Planning	30
4.9.2 Measures to Minimize Harm	30
4.10 MINERAL RESOURCES	31
4.10.1 Discussion of Environmental Evaluation Question 4.10 – Mineral Resources	31
4.10.2 Measures to Minimize Harm	31
4.11 NOISE	32
4.11.1 Discussion of Environmental Evaluation Question 4.11 – Noise	32
4.11.2 Measures to Minimize Harm	33
4.12 POPULATION AND HOUSING	34
4.12.1 Discussion of Environmental Evaluation Question 4.12 – Population and Housing	34
4.12.2 Measures to Minimize Harm	34
4.13 PUBLIC SERVICES	35
4.13.1 Discussion of Environmental Evaluation Question 4.13 – Public Services	35
4.13.2 Measures to Minimize Harm	35
4.14 RECREATION	36
4.14.1 Discussion of Environmental Evaluation Question 4.14 – Recreation	36
4.14.2 Measures to Minimize Harm	36
4.15 TRANSPORTATION/TRAFFIC	37
4.15.1 Discussion of Environmental Evaluation Question 4.15 – Transportation/Traffic	37
4.15.2 Measures to Minimize Harm	37
4.16 UTILITIES AND SERVICE SYSTEMS	38
4.16.1 Discussion of Environmental Evaluation Question 4.16 – Utility and Service Systems	38
4.16.2 Measures to Minimize Harm	39
4.17 MANDATORY FINDINGS OF SIGNIFICANCE	40
4.17.1 Discussion of Environmental Evaluation of Question 4.17 – Mandatory Findings of Significance	40
4.17.2 Measures to Minimize Harm	40
5 CONSULTATION AND COORDINATION	41
5.1 Scoping	41
5.2 Coordination with Resource Agencies	41
6 LIST OF PREPARERS	42
7 LIST OF APPENDICES	43
Appendix A Preliminary Design Layouts	44
Appendix B List of Acronyms	45
Appendix C Summary of Measures to Minimize Harm	46
Appendix D Scoping Notice	47
Appendix E Scoping Comments	48
Appendix F Mailing List	49
Appendix G Project Location Map	50
Appendix H Project Area of Impact	51

Note: A vertical line in the margin indicates changes made in the text of the IS/EA in response to comments received during public circulation.

1 PROJECT PURPOSE AND NEED

1.1 Introduction

State Route 39 (SR-39), San Gabriel Canyon Road, is located in the Angeles National Forest just north of the City of Azusa in Los Angeles County. It is a two lane highway mainly used to access multi-use recreational areas within the National Forest. SR-39 runs north and south connecting State Route 2 (SR-2) and Interstate 210 (I-210).

The California Department of Transportation (The Department), Caltrans District 7, proposes to reconstruct the eroded culvert structure located on the west side of SR 39 in order to ensure its' stability. The culvert is located at the bottom of Brown's Gulch, which is an intermittent stream in the United States Angeles National Forest.

This focused Initial Study¹ will discuss the purpose and need of the project, project alternatives, environmental evaluation of resources in the project area, proposed measures to minimize harm, community involvement, and agency coordination. This document discusses these items pursuant to the requirements of the California Environmental Quality Act (CEQA) (Pub. Res. Code sec. 21080; Guidelines sec. 15002.).

1.2 Purpose

The purpose of the project is to reconstruct the culvert invert at the bottom of Brown's Gulch. The project would reconstruct the bottom of a 2.7 m diameter horseshoe shaped culvert invert approximately 180 m (600 feet) long. The invert has been scoured away due to high velocity stream flows, erosive material in the stream flow, and age.

1.3 Need

The existing culvert bottom has been severely eroded by years of water flow which could possibly compromise the stability of the structure. The invert of the culvert has been scoured due to high velocity stream flows, erosive material in the streambed, and age. Approximately 75% of the total length of the invert has been scoured away and ground water seeps have been filling these areas. If the bottom of this structure is reconstructed the structure and highway would remain stable. Because this culvert is located under the highway and roughly 130 feet down into Brown's Gulch, the use of a sled down the hillside is required in order to provide equipment and access to the culvert.

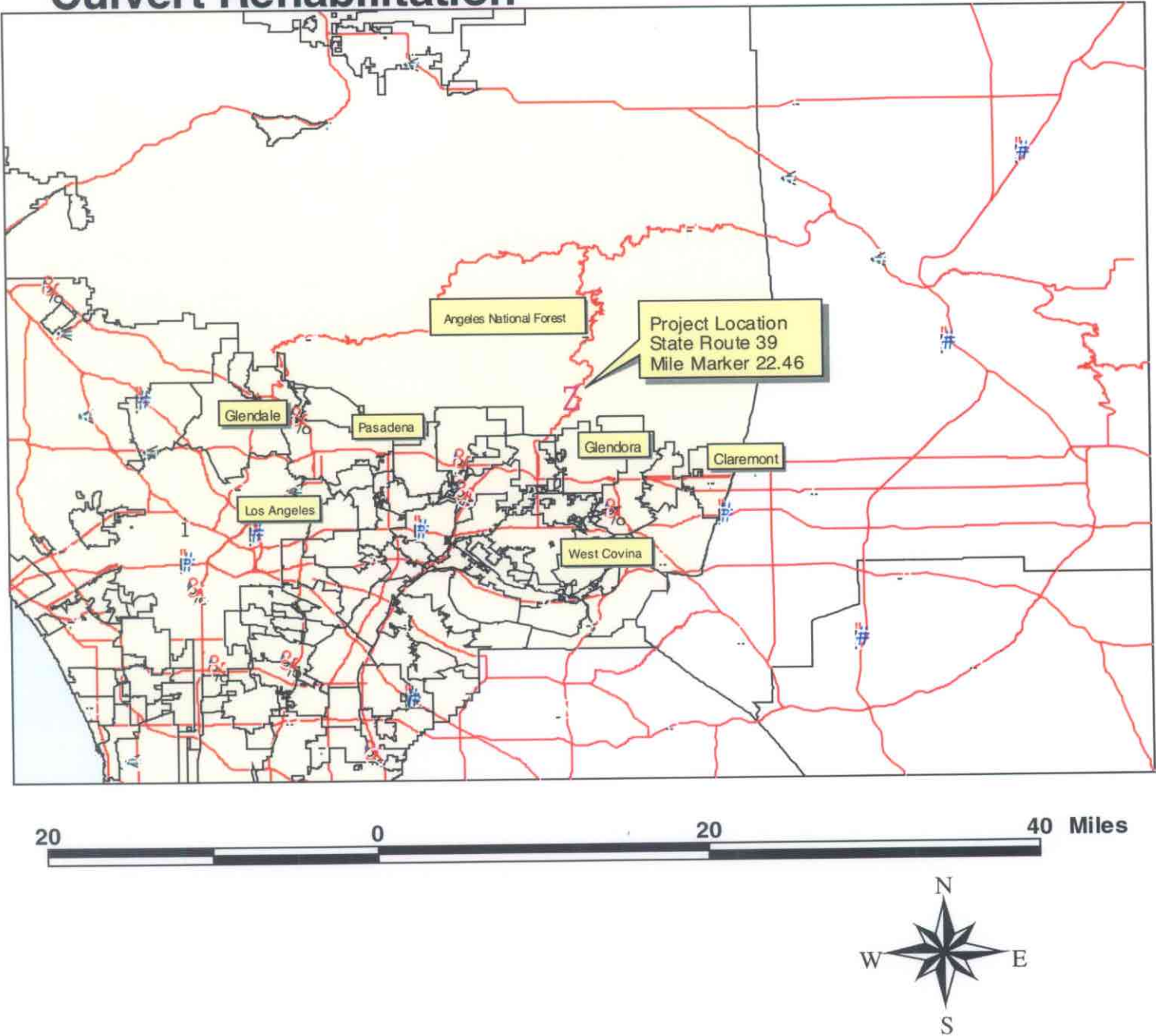
¹ A focused Initial Study (IS) is intended to be used in instances where a project would normally qualify for a categorical exemption, but is precluded from being categorically exempt due to the "exceptions to exemptions" (14 CFR 15300.2). In a case such as this, the IS is focused on the issue which precludes the project from exemption, while still considering possible impacts associated with other resources.

Figure 1- Project Location Map

Project Location Map

State Route 39 Brown's Gulch

Culvert Rehabilitation



2 DESCRIPTION OF PROPOSED PROJECT

2.1 No Project Alternative

The No Project Alternative would leave the culvert severely eroded. If scouring and erosion continues, the stability of the structure and the supported highway may be at risk.

2.2 Alternative 1 – Preferred Alternative

The Preferred Alternative would rebuild the existing culvert bottom. The project would involve several steps:

1. A sled to ferry workers, material and equipment to the culvert mouth will be used. A dozer with a winch would be positioned behind the railing along the roadway shoulder to raise and lower the sled. The sled path would be 12 feet wide and would sled over existing vegetation. The designated sled path is located on the west side of the project area adjacent to Route 39 on the existing fill slope (See Appendix H).
2. Reconstruct the bottom of the 2.7 m (9 feet) diameter horseshoe shaped culvert, which is approximately 180 m (600 feet) long. The reconstruction of the new bottom would occur over the existing structure (See Figure 3).
3. Prior to reconstructing the culvert bottom, the eroded gullies below the existing channel invert would need to be filled with rock in order to allow for subsurface drainage (See Figure 3).
4. Modification of the culvert entrance due to the change in the bottom invert is required (See Figure 3).
5. Restoration of an eroded fill slope that abuts the highway within the project area would also be incorporated in this project.

Clearing and grubbing of vegetation would be required as well as grading.

Figure 2 – View from the edge of the roadside looking down towards the culvert invert.

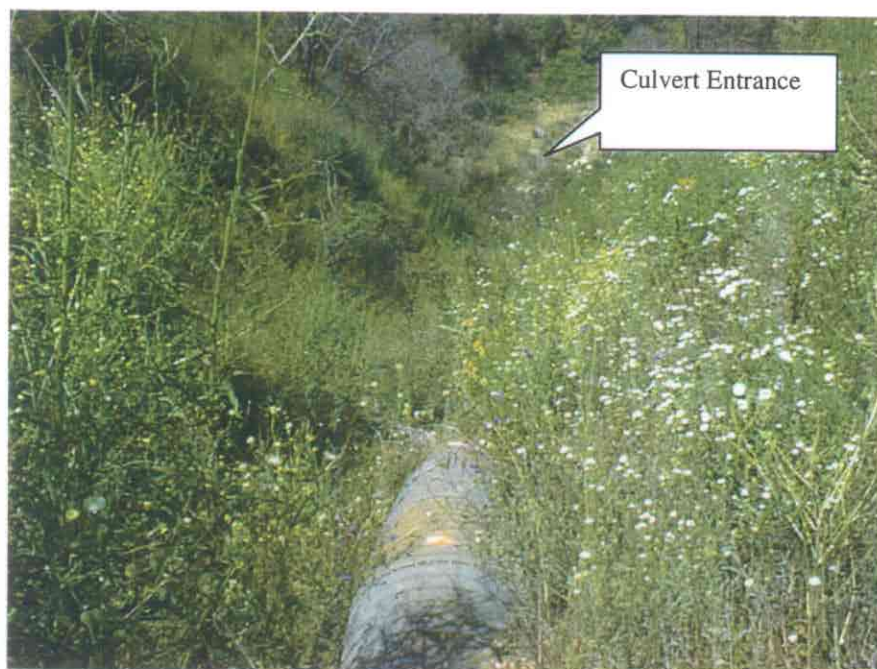


Figure 3 – View of the culvert entrance and invert.



2.3 Alternatives Considered and Rejected

Alternative 2

Alternative 2 includes the same steps as Alternative 1, however, instead of sledding the materials down the slope adjacent to the roadway, an access path would be graded and filled following an existing drainage on the east side of the project area. The access road surface would be paved. This alternative would not use standard-paving machines due to the steep incline. Non-standard paving methods would lead to greater difficulty and higher costs. This, along with greater environmental impacts associated with paving the access road, make this Alternative less desirable.

Alternative 3

Alternative 3 is similar to Alternative 1, but it does not provide for restoring the adjacent eroded slope. Without the restoration of the adjacent slope, the cost of the project would be reduced by \$10,000. This alternative however, would not address concerns related to erosion control within the project limits. Erosion would continue under this alternative, and possibly further compromise the stability of the slope. The additional benefit for the minimal cost of erosion control attributed by the restoration of the adjacent slope make this Alternative less cost effective.

Alternative 4

Alternative 4 is similar to Alternative 1, but instead of putting concrete in the deep crevice areas, large boulders (1ft in diameter) would be placed in them with a layer of permeable material such as gravel placed over them. The invert (culvert bottom) would be reconstructed on top of these two layers. Materials Engineering and Testing Services (METs) of the Division of Engineering Services, Caltrans expressed concerns that this alternative would not provide enough structural integrity. This alternative was rejected as it would not address the purpose and need of the project.

2.4 List of Permits/Approvals Required

The following approvals or permits are required under the proposed project description:

- Approval from the United States Forest Service is required for this project because the project site is located in the Angeles National Forest. The United States Forest Service is the acting federal lead agency for this proposed project.
- A 404 Permit is required from the Army Corps of Engineers under the Clean Water Act for any dredge or fill activities that take place in jurisdictional Waters of the U.S.
- A 401 Permit is required from the Regional Water Quality Control Board as stated under the Clean Water Act.
- Coordination with the California Department of Fish and Game in regards to a 1601 Streambed Alteration agreement.
- Coordination with the U.S. Department of Fish and Wildlife in regards to possible mitigation requirements to avoid listed species impacts.

3 AFFECTED ENVIRONMENT

3.1 Physical Environment

The proposed culvert rehabilitation project site is on State Route 39 at KP 36.14 (PM 22.46), at Brown's Gulch, in the San Gabriel River Ranger District of the Angeles National Forest. The project site is north of the Morris Reservoir and southwest of the San Gabriel Reservoir. The project area is located at an elevation of 1,619 ft (493 m) above Mean Sea Level (MSL).

Brown's Gulch is a small, moderately steep sided, bowl-like canyon or gulch which flows into the main San Gabriel Canyon from the west just below the San Gabriel Dam. It is approximately 130ft (40 m) deep relative to the highway.

3.2 Biological Resources

Vegetation

The project area is rural and composed mostly of native vegetation. It is for the most part, dry, rocky, and shrubby. Inside Brown's Gulch at the mouth of the culvert there exists an intermittent stream.

Although the impact area has a diverse assemblage of vegetation, the top portion of the canyon, near road level, is most abundant with Chaparral/Coastal scrub species, whereas the bottom portion of the canyon side (near and around the culvert), there exists patches of mugwort, and to a lesser extent, there exists mulefat and willows (*Salix sp.*), especially in and around the intermittent stream. Listed by category below are some of the dominant plant species that occur at the project site:

Coastal Scrub Species Present:

California Sage Brush (*Artemisia californica*)
Golden Yarrow (*Eriophyllum conferiflorum*)
Laurel Sumac (*Malosma laurina*)*
Bush Monkey Flower (*Mimulus aurantiacus*)

Chaparral Species:

California lilac (*Ceanothus thyrsiflorus*)
deer brush (*Ceanothus intergerimus*)
birch-leaf mountain mahogany (*Cercocarpus betuloides*)
California ash (*Fraxinus dipetata*)
saw-toothed Goldenbush (*Hazardia squarrosa*)
toyon (*Heteromeles arbutifolia*)
chia (*Salvia columbariae*)**
Phacelia sp
honeysuckle (*Lonicera interrupta*)
poison oak (*Rhus trilobata*)

Coastal Scrub/Chaparral Species:

California buckwheat (*Eriogonum fasciculatum*)
deerweed (*Lotus scoparius*)

hollyleaf cherry (*Prunus ilicifolia*)
Our Lord's candle (*Yucca whipplei*)
wand buckwheat (*Erigonoum elongatum*)
black sage (*Salvia mellifera*)
cliff astor (*Malacothrix saxatilis*)

Grassland Species (Annual Grasses):

wild oats (*Avena fatua*)
brome grass (*Bromus diandrus*)

Riparian:

mugwort (*Artemesia douglasiana*)
mulefat (*Baccharis salicifolia*)
arroyo willow (*Salix lasiolepis*)

Other Natives:

big leaf maple (*Acer macrophyllum*)
California black walnut (*Juglans californica*)
coulter pine (*Pinus coulteri*)

Intermittent Stream

The intermittent stream that flows south at the base of Brown's Gulch is dry most of the year. The streambed is surrounded by riparian vegetation on both sides. This intermittent stream stems from four other intermittent streams which originate more than a mile northwest of the project site between Pine Mountain and Polecat Gulch. The stream then flows thru Brown's Gulch, continuing south through the culvert under the highway and into the main San Gabriel Canyon just below the San Gabriel Dam. The natural drainage that flows from the edge of the highway down to the culvert mouth also adds to this system.

4 ENVIRONMENTAL EVALUATION

Basic guidance for determining the significance of project impacts is given by Title 14 of the California Code of Regulations Section 15064, and the checklist below. These resources assist in identifying the need for mitigation requirement development in order to reduce possible project effects to a level of less than significant. It is with this evaluation that the decision to prepare an Initial Study was made.

The environmental factors checked below would be potentially affected by this project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

- | | | |
|----------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.1.1 Discussion of Environmental Evaluation Question 4.1 – Aesthetics

This project proposes to sled equipment and materials over vegetation from the road elevation down a steep incline into Brown's Gulch terminating at the mouth of the existing culvert that requires maintenance. Most of the construction involved would not be visible from SR-39. The sled path would be located on the west-side of SR-39 would be hydro-seeded with native vegetation as needed once the rehabilitation of the culvert is completed. Therefore, there would be no visual impacts associated with the ramp construction. Any impacts associated with the sled path would have a less than significant impact on the visual quality of the site because only a small portion of the sled path would be visible from the roadside. The proposed project is not expected to create any new light or glare which would adversely affect day or nighttime views in the area.

4.1.2 Measures to Minimize Harm

Hydro seeding of the completed sled path as needed has been proposed to maintain the integrity of visual aesthetics in the area.

4.2 AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

☐
☐
☐
☒

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

☐
☐
☐
☒

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

☐
☐
☐
☒

4.2.1 Discussion of Environmental Evaluation Question 4.2 – Agricultural Resources

The project site is located within the U.S. Angeles National Forest. The land is zoned for open space; therefore, no impacts to agricultural land will occur.

4.2.2 Measures to Minimize Harm

None required.

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.3.1 Discussion of Environmental Evaluation Question 4.3 – Air Quality

The proposed project is described as an HA – 42 (Protective Betterment) project and would not increase traffic or highway capacity. Therefore, there would be no long-term effects on air quality as a result of this project. No significant adverse air quality impacts would result from construction activities or operational activities associated with this project.

4.3.2 Measures to Minimize Harm

The following standard measures would be followed in order to ensure that the potential for any impacts to air quality would be reduced during construction:

- All clearing, grubbing, grading, earth moving, or excavation activities would cease during periods of high winds to prevent excessive amounts of fugitive dust.
- All trucks that haul excavated or grade materials on or off site would comply with the State Vehicle Code Section 23114.
- Active portions off -site and unpaved on-site or off-site (disposal sites) roads shall be periodically watered with environmentally safe dust suppressant to prevent excessive amounts of dust.
- On-site (including disposal site) vehicle speed shall not exceed 15 miles per hour.

- Construction equipment engines shall be maintained in good condition and in proper tune as per manufacturers' specifications to maximize efficiency and minimize emissions.

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.4.1 Discussion of Environmental Evaluation Question 4.4 – Biological Resources

- a.) Listed and sensitive plant and animal species may have the potential to occur in the same general area as the project according to the State (CDFG) and Federal (USDAFS and USFWS) species list databases, and habitat model maps. However, there are no documented occurrences of any listed or sensitive plant or animal species within the project area itself. Biological surveys were conducted in 2001, 2002 and 2003. After evaluation and analysis, the field data and biological studies

concluded that all listed and sensitive plant and animal species, as well as their respective habitats were deemed absent from the project area.

Plants

STATE – CDFG California Natural Diversity Database (CNDDB)

- Robinson's pepper-grass (*Lepidium virginicum var robinsonii*)
- San Gabriel Mountains dudleya (*Dudleya densiflora*)
- many-stemmed dudleya (*Dudleya multicaulis*)
- thread-leaved brodiaea (*Brodiaea filifolia*)
- Plummer's mariposa lily (*Calochortus plummerae*)

FEDERAL – USDAFS Plant Habitat Models & USFWS Listed Species

- Braunton's milk vetch (*Astragalus brauntonii*)
- Nevin's barberry (*Berberis nevinii*)
- Thread-leaved brodiaea (*Brodiaea filifolia*)

Studies concluded that listed or sensitive plant species do not occur within the project area. No suitable habitat for these species was found within the project area. Indirect impacts to these species possibly occurring in adjacent areas are not anticipated. The expected disturbances (noise and dust) to adjacent areas would be temporary and measures to minimize harm would be implemented. Therefore, the proposed action is not expected to impact any state or federally listed, or U.S. Forest Service sensitive plant species.

Birds

STATE – CDFG California Natural Diversity Database (CNDDB)

- None

FEDERAL – USDAFS Bird Habitat Models & USFWS Listed Species

- least Bell's vireo (*Virea bellii pusillus*)
- California gnatcatcher (*Polioptila californica californica*)
- southwestern willow flycatcher (*Empidonax traillii extimus*)
- bald eagle (*Haliaeetus leucocephalus*)

Loss of nesting sites, nesting habitat, and/or loss of nesting birds or eggs directly caused by vegetation clearing and construction activities, are possible project impacts. Noise associated with construction could result in an indirect impact by interrupting the communication process as well as the nesting and fledging success rates of nearby nesting and fledging birds. Studies concluded that listed or sensitive bird species do not occur within the project area. These species respective habitats were also deemed absent from the project area.

Mammals

STATE – CDFG California Natural Diversity Database (CNDDB)

- Nelson's bighorn sheep (*Ovis canadensis nelsoni*)

FEDERAL – USDAFS Mammal Habitat Models & USFWS Listed Species

- None

Studies concluded that no listed or sensitive mammal species were in the area of the project site. No suitable habitat for these species was found within the project area. All potential disturbances (noise and dust) due to construction activities will be temporary and will be greatly reduced by the Measures to Minimize Harm. Therefore, no impact to any state or federally listed, or U.S. Forest Service sensitive mammal species would result from the proposed project.

Amphibians

STATE – CDFG California Natural Diversity Database (CNDDB)

- Coast range newt (*Taricha torosa torosa*)
- Mountain yellow-legged frog (*Rana muscosa*)

FEDERAL – USDAFS Amphibian Habitat Models & USFWS Listed Species

- arroyo southwestern toad (*Bufo microscaphus californicus*)
- California red legged frog (*Rana aurora draytoni*)

There are no document occurrences of any listed or sensitive amphibian species within the proposed project area. Studies concluded that listed and sensitive amphibian species, as well as their respective habitats, were deemed absent from the project area. Thus direct effects to the above referenced sensitive amphibian species is not anticipated. Indirect effects with regards to construction would not be anticipated either due to the lack of presence of these species. Implementing the planned Measures to Minimize Harm will minimize any noise, dust and impacts to water quality that might occur during construction.

Reptiles

STATE – CDFG California Natural Diversity Database (CNDDB)

- southwestern pond turtle (*Clemmys marmorata pallida*)
- San Diego coast horned lizard (*Phrynosoma coronatum blainvilliei*)
- two-striped garter snake (*Thamnophis hammondi*)

Biological surveys were conducted in 2001, 2002 and 2003. They concluded that no listed or sensitive reptile species occur within the project area. Appropriate habitat for sensitive reptile species previously noted was also deemed absent. The measures to minimize harm will ensure that the proposed action does not

adversely impact water quality, which in turn could affect reptiles. Noise and dust generated from construction activities will be temporary and is not expected to have impacts since no listed or sensitive reptile species occur within the project area.

Fish

STATE – CDFG California Natural Diversity Database (CNDDDB)

- Arroyo chub (*Gila orcutti*)
- Santa Ana speckled dace (*Thinichthys osculus*)
- Santa Ana sucker (*Catostomus santaanae*)

FEDERAL – USDAFS Fish Habitat Models & USFWS Listed Species

- Arroyo chub (*Gila orcutti*)
- Santa Ana Speckled Dace (*Rhinichthys osculus*)

Biological surveys were conducted in 2001, 2002 and 2003. Studies concluded that no listed or sensitive fish species occur within the project area. Appropriate habitats were not present either. Impacts associated with noise, dust and possible impacts to water quality are not expected once Measures to Minimize Harm are implemented. Thus implementation of the proposed action will not result in the modification and/or loss of habitats potentially utilized by listed or sensitive fish species.

Habitats

STATE – CDFG California Natural Diversity Database (CNDDDB)

- Southern California Arroyo chub/Santa Ana sucker stream
- Riversidian alluvial fan sage scrub
- Southern coast live oak riparian

None of the above listed sensitive habitats are present within the project area. Therefore, no impacts to the above state listed or sensitive habitats would be a result of the proposed project.

The project area is comprised of an emerging Ceanothus Chaparral Habitat, intermixed with Coastal Scrub plants, annual grasses, riparian and other types of vegetation. This project is anticipated to impact 0.201 acres, of which 0.045 acres (sled path) is predominantly Chaparral/Coastal Scrub Habitat, and 0.08 acres (culvert mouth/apron) is a State Wetland. See Appendix H for more detail.

b.)The proposed project would not have a substantial adverse effect on riparian or other sensitive habitat. The vegetation that would be removed as a result of this project would be mitigated for by implementing Measures to Minimize Harm. The implementation of the outlined mitigation measures will result in the effects on the local habitat being less than significant.

c.) A wetland delineation was conducted at the project site on October 22, 2002. Two soil pits were dug near the culvert mouth (Site #'s 1 and 2 – See Appendix H). Site #1 did not exhibit hydric soils, wetland hydrology, or hydrophytic vegetation. It was thus concluded that Site #1 is not a State or Federal Wetlands. Site #2 did not exhibit hydric soils or hydrophytic vegetation. Wetland hydrology appeared to be present, and thus Site #2 may qualify to be a State Wetlands. The acreage of wetland loss or impact has been identified as being 0.08 acres. These impacts to wetlands are considered temporary since mitigation measures will restore and enhance the project site to at least its pre-construction habitat value.

d.) The proposed project area does not offer much value as a wildlife corridor because the culvert is approximately 600 ft. (183 m) long and completely dark between the mouth and its end. The culvert bottom is badly eroded and has a 30 ft. (9 m) drop off at the end. The project is not anticipated to pose a permanent impact to the movement of native resident or migratory fish or wildlife species since construction will only be temporary (4 months) and the culvert will only be rehabilitated, not blocked, altered, or removed.

e.) The project is located within the Angeles National Forest. Coordination with the Forest Service has been conducted to ensure the proposed project would not conflict with any policies or regulations pertaining to biological regulations.

f.) The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.4.2 Measures to Minimize Harm

Vegetation and Wildlife

- The vegetation that would be temporarily impacted by the proposed sled path and construction staging area will be hydro-seeded with native grasses and shrubs representative of what is disturbed for the purpose of erosion control and vegetation replacement after construction. The following may be included in the hydro-seed mix:

deer weed (<i>Lotus scoparius</i>)	Mugwort (<i>Artemisia douglasiana</i>)
California sage brush (<i>Artemisia californica</i>)	California buckwheat (<i>Eriogonum fasciculatum</i>)
Toyon (<i>Heteromeles arbutifolia</i>)	Laurel sumac (<i>Malosma laurina</i>)
bush monkey flower (<i>Mimulus aurantiacus</i>)	Our lord's candle (<i>Yucca whipplei</i>)
deer brush (<i>Ceanothus intergerimus</i>)	Deer grass (<i>Muhlenbergia rigens</i>)
chia (<i>Salvia columbariae</i>)	Parry's phacelia (<i>Phacelia parryi</i>)

- All native trees removed shall be replaced based on planting/restoration guidelines for each tree. The project will impact approximately:

3 big leaf maple (*Acer macrophyllum*)
 7 birch-leaf mahogany (*Gercocarpus betuloides*)
 1 California ash (*Fraxinus dipetata*)

- 2 California black walnut (*Juglans californica*)
- Vegetation shall be cleared and grubbed only within the excavation and embankment slope lines at the culvert site. Adjacent canyons/hillsides and existing vegetation outside the areas to be cleared and grubbed, will be avoided.
- If plant species outside the permanent impact area must be cleared, they shall be cut above ground to allow for re-sprouting.
- Since construction is scheduled to take place within the bird-nesting season (February 15th – September 1st), all affected vegetation shall be cut above ground prior to the nesting season in order to prohibit the initiation of nesting. Pre-construction surveys will be required in order to determine if nesting activities are occurring in the impact area.
- If any sensitive biological resources are found during construction, all activities shall cease until the district biologist and the appropriate resource agencies are contacted to review options. A district biologist will survey the appropriate areas for nesting birds a minimum of once every ten days. The surveys will concentrate on areas where there are adjacent trees, where nesting birds are potentially located. If nesting birds are found, the area shall be flagged and a buffer zone will be established where work would be prohibited.
- The omission of pile driving activities will minimize any effect from construction noise on any State or Federal Listed or U.S. Forest Service Sensitive bird species.

Wetlands

- In addition to the proposed revegetation listed above, a concentrated area of mugwort and mulefat hydroseeding would take place at the toe of the canyon where they are currently the dominant vegetation at this location.

Water Quality

- All work will be conducted outside of the rainy season (Oct 1st – March 30th), except for the cutting of the above-mentioned potential nesting vegetation which will be done prior to February 15th.
- Best storm water pollution control management practices will be implemented to protect the Construction Zone from local flooding and to prevent contaminated runoff or prevent excessive silt and other erosion from entering the Culvert or any other drainage. Sandbag barriers, check dams, sediment traps, and other erosion control measures will be provided as needed, with the understanding that all must be placed inside the project area (study area or "footprint"). If any devices must be placed outside the project area, a re-evaluation may be necessary.
- Raw cement/concrete or washings thereof, asphalt, paint, oil/other petroleum products, or any other substances which could be hazardous to aquatic life, resulting from project related activities, shall be prevented from contaminating the soil and/or entering the culvert or any drainages.
- A Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Plan (WPCP) will be developed and implemented for the project including above items as required during the year. The SWPPP permit will be required from the Regional Water Quality Control Board. The SWPPP permit will also include an Equipment Evacuation Plan as one of its' provisions.

- Erosion control will be provided as stipulated above.
- The following permits will be obtained through coordination with the appropriate agency:
 - 1601 Streambed Alteration Agreement (California Department of Fish and Game)
 - 404 Permit (U.S. Army Corps of Engineers)
 - 401 Permit (California Regional Water Quality Control Board)

All provisions required by these permits will be incorporated into the project specifications, and a mutually acceptable mitigation plan will be prepared. Coordination with these agencies shall be ongoing to ensure that impacts to the drainage, perennial stream, and riparian vegetation are adequately mitigated.

Construction Site: Dust, Equipment, and Litter

- At the start of each workday before moving mechanical equipment, the contractor and maintenance personnel shall look under equipment for animals (reptiles, amphibians, and mammals) that may use the equipment for cover.
- Maintenance and construction equipment shall be checked and maintained daily by the contractor so as to prevent leaks or other potential contamination problems.
- At the end of the day when operations are complete debris or trash shall be removed from the work area and properly disposed of by the contractor. All personnel working within the project area will follow all litter and pollution laws.
- The contractor shall apply water or dust palliative to graded areas for the alleviation or prevention of dust nuisance.
- There shall be daily removal of any dirt that spills onto the paved roads.
- The contractor shall require the covering of all haul trucks.
- Construction storage will be in a designated non-sensitive area. Construction equipment will be stored outside of the channel (defined as top of slope to top of slope), away from the stream banks. No equipment maintenance will be performed in the streambed.
- The perimeter of the construction area will be fenced and flagged to prevent damage to the adjacent area.
- Pre-construction surveys will be conducted to determine the presence or absence of State/Federal Listed species or U.S. Forest Service Sensitive Species likely to occur in the area. If any sensitive species are found, protective measures will be developed in coordination with the appropriate resource agencies to protect these species.
- To avoid impacts to sensitive wildlife species in surrounding areas, construction activities will be limited to daylight hours.
- To avoid impacts to sensitive wildlife species in surrounding areas, construction areas will not be lighted during non-daylight hours.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.5.1 Discussion of Environmental Evaluation Question 4.5 – Cultural Resources

The culvert at Browns' Gulch was built in April 1932. The structure is not listed on the National Register of Historic Places. The Historical Property Survey Report (HPSR) dated March 8, 2001, confirmed that the culvert structure did not have architectural or historic features which would make it eligible for the National Register. No known archaeological resources would be affected by the proposed project. This determination was made after an archaeological records search at the South Central Coastal Information Center of the California Historical Resources Information System at the California State University, Fullerton, a Forest Service records search, a field reconnaissance visit, and a review of Caltrans files was completed. There would be no known historical or cultural resource impacts associated with the proposed project.

4.5.2 Measures to Minimize Harm

Should subsurface archaeological materials, cultural materials or human remains be encountered during construction activities, Caltrans' cultural resources policy requires that work be halted immediately in the area of the find(s) until they can be evaluated by a qualified archaeologist (Caltrans Environmental Handbook, Volume 2, Chapter 7, Section 7-8).

4.6 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.6.1 Discussion of Environmental Evaluation Question 4.6 – Geology and Soils

The project site is located in the San Gabriel Mountains, which is part of the Transverse Ranges Geomorphic Province. The rock outcrops in the area display predominately gray-black banded gneiss or metamorphic rock. Soils covering the rocks are usually very thin. There is no known earthquake fault crossing the site. The closest earthquake fault is the Sierra Madre – Raymond Hill Fault system, located approximately 13.5 km

southwest of the site. Seismic ground shaking could possibly cause some structural damage to the culvert. Rock fall due to ground shaking could occur as well. However, since reconstruction of the bottom of the existing culvert would be confined, this earthquake phenomenon does not represent any hazard to the site.

Potential seismic hazard of ground rupture or liquefaction of the site is unlikely.

The construction of this project would not be precluded by any geological or geotechnical conditions. This project would have no adverse effect on the existing environmental conditions.

4.6.2 Measures to Minimize Harm

- Embankment construction should conform to Section 19 of the Standard Specifications.
- The use of artificially contrived (geosynthetic) soil or earth reinforcement is recommended.

4.7 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.7.1 Discussion of Environmental Evaluation Question 4.7 – Hazards and Hazardous Material

There is no potential of hazardous waste contamination or aerially deposited lead (ADL) contaminated soil due to the low Average Daily Traffic (ADT) on SR-39. All fill material required for this project would be retrieved from local disposal sites, which are comprised of native material that falls onto the roadway from adjacent slopes. This should ensure that no hazardous material would be brought in from an outside source. Therefore, no hazardous waste impacts associated with the proposed project are expected.

This proposed project is located within the U.S. Forest Service. While wildland fires in this setting are a possible threat, the actions under this proposed project would not significantly increase the risk of loss, injury or death as a result of wildland fires. Therefore, adjacent urbanized areas or residences are not at a greater risk as a result of the proposed actions.

4.7.2 Measures to Minimize Harm

The following measures will be followed to further enhance safety during construction:

- A fire prevention and control program will be established that limits activity in and adjacent to flammable vegetation. A full water truck should be available should a fire occur within the project area.
- Should excavation reveal unknown potentially hazardous materials, Caltrans' policy requires work to halt in the vicinity until the area in question is investigated and proper mitigation is proposed.

4.8 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.8.1 Discussion of Environmental Evaluation Question 4.8 – Hydrology and Water Quality

This project involves the maintenance of an existing culvert drainage. Maintaining this culvert would uphold any current water quality standards or waste discharge requirements. Groundwater supplies or recharge would not be impacted by the proposed project. The same drainage pattern of the site would remain, reducing the likelihood of substantial erosion or siltation on- or off-site. Maintaining the culvert would also result in full utility of the drainage capacity for the planned drainage system in the area. No significant amount of excess runoff would be created as a result of the proposed project; therefore, there would be no impact to the capacity of the existing or planned stormwater drainage system.

Brown's Gulch is an intermittent stream, which is dry several months out of the year. The proposed project is located in a non-flood hazard area. Therefore, no impacts associated with flooding would result from the proposed project. Inundation by seiche, tsunami, or mudflow is not expected.

4.8.2 Measures to Minimize Harm

- All work will be conducted outside of the rainy season (Oct 1 – March 30). If it rains during the construction period, construction shall be halted until flows subside to prevent adverse water quality impacts.
- Best Management Practices will be implemented to protect the project area from local flooding and to prevent contaminated runoff or excessive silt and other sediment from entering the culvert or any other drainage. Sandbag barriers, check dams, sediment traps, and other erosion control measures will be provided.
- Raw cement/concrete or washings thereof, asphalt, paint, oil/other petroleum products, or any other substances which could be hazardous to aquatic life, shall be prevented from contaminating the soil and/or entering the culvert or any drainages.
- A Storm Water Pollution Prevention Plan (SWPPP) and erosion control plan is required. This plan should incorporate recommendations and approval from the Regional Water Quality Control Board (RWQCB). It should also include an Equipment Evacuation Plan as one of its' provisions. These plans will be submitted to the Resident Engineer (RE) for approval.
- The recommendations given by the administrators of the following permits will be required as part of the SWPPP for this project:
 - 1.) Section 401 Permit of the Clean Water Act administered by the California Regional Water Quality Control Board
 - 2.) Section 404 Permit of the Clean Water Act administered by the U.S. Army Corps of Engineers
 - 3.) 1601 Streambed Alteration agreement administered by the California Department of Fish and Game

4.9 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.9.1 Discussion of Environmental Evaluation Question 4.9 – Land Use Planning

The proposed project location is within the U.S. Angeles National Forest. Caltrans is working closely with the U.S. Forest Service in order to make sure this project is consistent with Angeles National Forest future plans. The existing land use of the area is designated as Open Space. The reconstruction of this culvert would be consistent with the Angeles National Forest Land and Resource Management Plan. It would not physically divide an established community, nor does it conflict with any land use plan, policy or regulation of any agency with jurisdiction over the project. The proposed project does not conflict with any applicable habitat conservation plan or natural community conservation plan.

4.9.2 Measures to Minimize Harm

None Required.

4.10 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.10.1 Discussion of Environmental Evaluation Question 4.10 – Mineral Resources

The proposed project would rebuild the existing culvert bottom. No mining activities have taken place within the project area as it is zoned as Open Space; therefore, there are no known mineral resources or mining activities that would be impacted by this project.

4.10.2 Measures to Minimize Harm

None required.

4.11 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.11.1 Discussion of Environmental Evaluation Question 4.11 – Noise

No activities that would expose persons or result in the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, are expected to result from the proposed project.

Construction of this project would require the use of heavy equipment with high noise level characteristics. Typically, construction equipment ranges from concrete mixers and generators producing noise levels in the 80-decibel range from the source to jackhammers at over 90 decibels. No pile drivers would be used for this project.

Construction activities under the proposed project would be the loudest single noise source in the vicinity of the project during the culvert rehabilitation. This noise source would be

temporary; therefore, it would not be considered significant. Noise impacts associated with grading and paving activities are not anticipated.

4.11.2 Measures to Minimize Harm

No measures are required, as noise impacts would be temporary; however, construction activities will be limited to daylight hours to further minimize impacts to nearby wildlife species.

4.12 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.12.1 Discussion of Environmental Evaluation Question 4.12 – Population and Housing

The proposed project would rebuild the existing culvert bottom. There would be no population growth or displacement of housing associated with this project.

4.12.2 Measures to Minimize Harm

None required.

4.13 PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.13.1 Discussion of Environmental Evaluation Question 4.13 – Public Services

No service ratios, response times or other performance objectives for any of the public services listed would be impacted by the proposed culvert maintenance project.

4.13.2 Measures to Minimize Harm

None required.

4.14 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.14.1 Discussion of Environmental Evaluation Question 4.14 – Recreation

The proposed maintenance of an existing culvert would not impact any recreational facilities in terms of increased use, nor would the project require new or the expansion of such facilities.

4.14.2 Measures to Minimize Harm

None required.

4.15 TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.15.1 Discussion of Environmental Evaluation Question 4.15 – Transportation/Traffic

The proposed project would rebuild an eroded culvert bottom, and would have no impacts to transportation or traffic in the area. During construction standard lane closures would be required.

4.15.2 Measures to Minimize Harm

SR – 39 Highway is more heavily traveled on weekends. In order to minimize the possibility of traffic increases during construction activities, construction will take place only on weekdays.

4.16 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the projects' projected demand in addition to the providers' existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.16.1 Discussion of Environmental Evaluation Question 4.16 – Utility and Service Systems

This proposed project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. No new water, stormwater drainage or wastewater treatment facilities or expansion of existing facilities, which would result in significant environmental effects would be required. The project would not increase the need for water supplies, disposal needs or water capacity facilities. No solid waste would be generated from the proposed project.

4.16.2 Measures to Minimize Harm

None required.

4.17 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.17.1 Discussion of Environmental Evaluation of Question 4.17 – Mandatory Findings of Significance

The proposed project would rebuild the existing culvert bottom. The project does not have the potential to degrade the quality of the environment nor does it have the potential to significantly impact fish habitat, species population, or eliminate important examples of the major periods of California history or prehistory. Cumulative impacts would not apply. The project location is in the Angeles National Forest, which has limited development projects in the adjacent area, this lack of development influences the lack of potential for cumulative impacts. Adverse effects to human beings would not result from this project.

4.17.2 Measures to Minimize Harm

None required.

5 CONSULTATION AND COORDINATION

5.1 Scoping

Under the California Environmental Quality Act (CEQA), there is no formal scoping requirement for projects that require the preparation of an Initial Study (IS). A 30-day scoping period was provided in order to allow agencies, government officials and local community members an opportunity to voice their concerns and interests in the proposed project. A Notice of Scoping/Initiation of Studies was sent to involved agencies, government officials and local residents (See Appendix D). An opportunity for a public hearing if requested was included in this announcement. A public hearing was not requested. The deadline for comments to be received was March 20, 2002. No comments were received after the deadline date. All comments received have been taken into consideration during the preparation of this Initial Study (See Appendix E).

5.2 Coordination with Resource Agencies

Caltrans has coordinated with the California Department of Fish and Game, the U.S. Army Corp of Engineers, the Regional Water Quality Control Board, and the U.S. Forest Service about the possible impacts associated with this proposed culvert rehabilitation. Since this is a state funded project on a State Highway, the USDA Forest Service (not the Federal Highway Administration, FHWA) is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). The USDA Forest Service will also act as the federal nexus between Caltrans and the U.S. Fish and Wildlife Service. Further coordination with the above listed resource agencies will take place through the permitting process and through construction.

6 LIST OF PREPARERS

Adam Sriro Associate Archaeologist	Cultural and Archaeological Review November 29, 2001
Claudia Harbert Associate Environmental Planner	Negative Historical Property Survey Report March 8, 2001
George T. Ghebranious Senior Transportation Engineer	Hazardous Waste Assessment January 28, 2002
Eduardo Aguilar Environmental Planner	Natural Environmental Study Report August 21, 2002
Timothy Tieu Senior Hydraulic Engineer	Hydraulic Study Report July 26, 2002
Sean Yeung Transportation Engineer	Air Quality Analysis
Paul Caron Office Chief, Division of Environmental Planning	Document Preparation
Amy Pettler Environmental Planner	Document Preparation

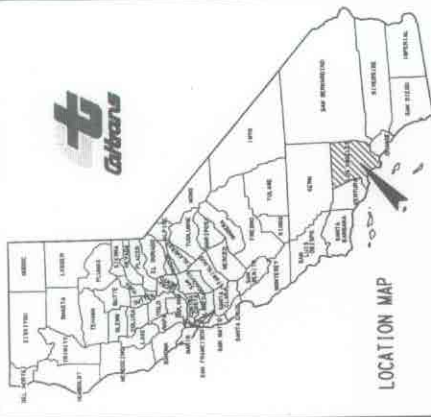
7 LIST OF APPENDICES

Appendix A	Preliminary Design Layouts
Appendix B	List of Acronyms
Appendix C	Summary of Measures to Minimize Harm
Appendix D	Scoping Notice
Appendix E	Scoping Comments
Appendix F	Mailing List
Appendix G	Project Location Maps
Appendix H	Project Area of Impact
Appendix I	Comment Letters and Responses

Appendix A Preliminary Design Layouts

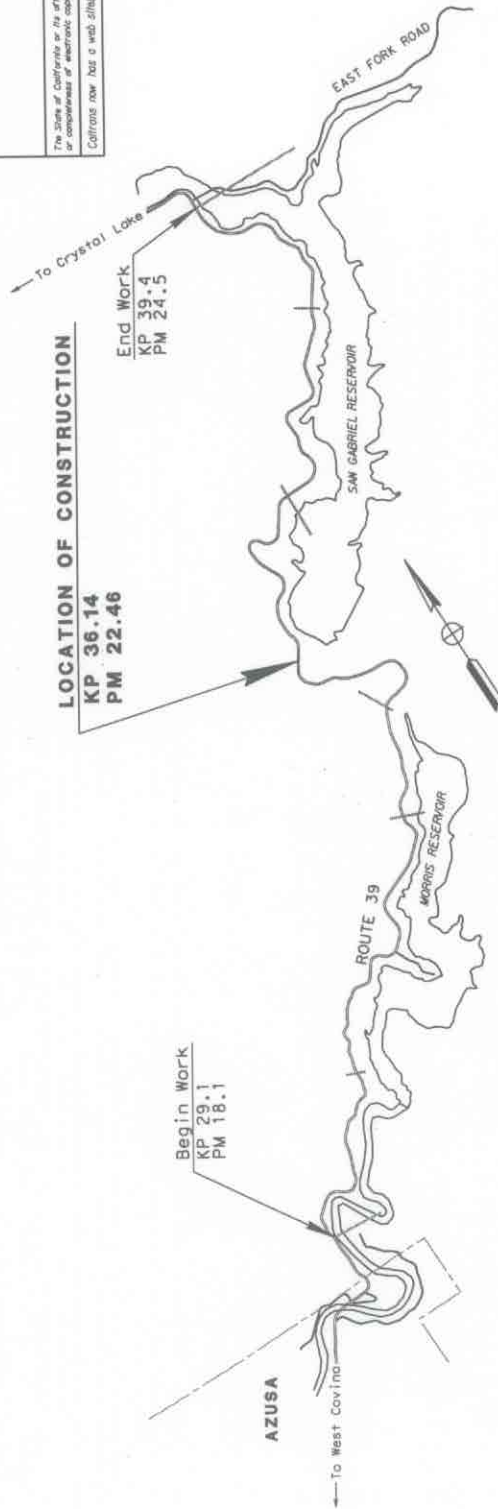
INDEX OF SHEETS

LOCATION MAP



The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this press release.

Coltrains now has a web site! To visit the web site, go to <http://www.dcf.ca.gov>



LOCATION OF CONSTRUCTION

End Work
KP 39.4
PM 24.5

Begin Work
KP 29.1
PM 18.1

AZUSA

← To West Covina

ROUTE 39

EAST FORK ROAD

PROJECT ENGINEER	DATE	PROJECT MANAGER	DATE
C CHLIPALA K/X/X		S STANIS K/X/X	

The Contractor shall possess the Class (or classes) of license as specified in the "Notice to Contractors".

NO SCALE

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

Form DC-CR-55-PHF (REV. 3/98)

Contract No.	07-4G7004
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EA 4G7001

CU 07608

UPDATES: 03 JUL 2011
FORM FILE: 03 JUL 2011

FOR REDUCED PLANS ORIGINAL
SCALE IS IN MILLIMETERS

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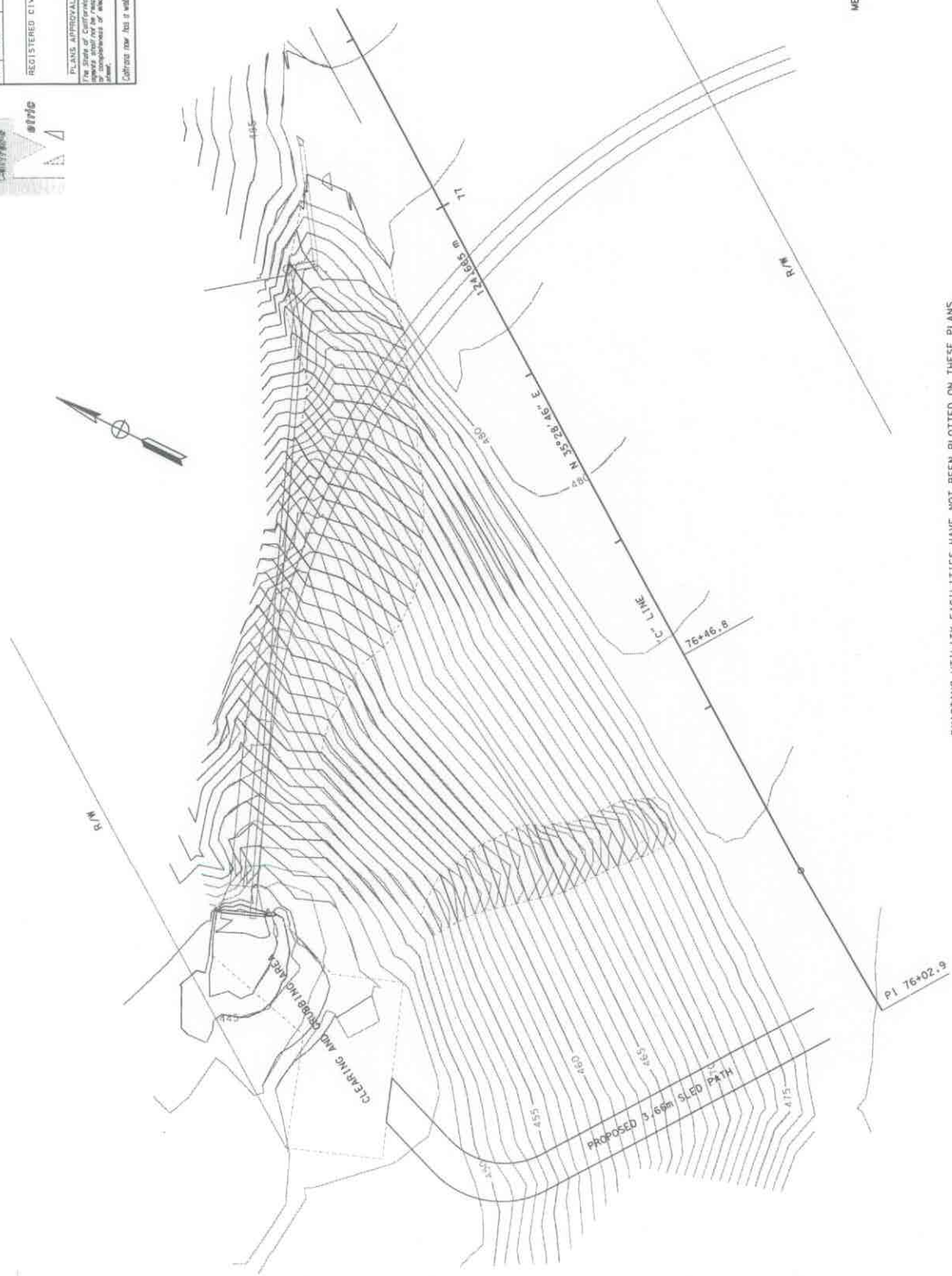
07	LA	39	36.14	X	X
DIST. COUNTY		ROUTE	SHEET TOTAL PROJECT		SHEET TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

The State of California hereby certifies that the above named engineer is a duly licensed professional engineer in the State of California and is qualified to prepare and seal the above plans for the purpose of the completion of the project shown on this plan.

California now has a web site to get to the web site, go to <http://www.dgs.ca.gov>



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE 1:1200

EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 07608

EA 467001

L-1

DATE PLOTTED: 01/22/2004 11:14:27 AM
DATE: 01/22/2004 11:14:27 AM
NAME: GREGORY J. SMITH
PROJECT: 09-29-03

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER		CHECKED BY		DATE REVIS	
XXXXXXX		XXXXXXX		XX		XX	
DESIGNED BY		DATE REVIS		XX		XX	
XXXXXXX		XX		XX		XX	

Appendix B List of Acronyms

List of Acronyms

ADL	Aerially deposited lead
ADT	Average Daily Traffic
CALTRANS	California Department of Transportation
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
FT	Feet
FHWA	Federal Highways Administration
EA	Expenditure Authorization
HCP	Habitat Conservation Plan
HPSR	Historical Property Survey Report
IS	Initial Study
M	Meter
METS	Materials Engineering and Testing Services
MSL	Mean Sea Level
NCCP	Natural Community Conservation Plan
PM	Post Mile
RE	Resident Engineer
RWQCB	Regional Water Quality Control Board
SCH	State Clearinghouse
SWPPP	Storm Water Pollution Prevention Plan
U.S.	United States
USACOE	United States Army Corps of Engineers
USDAFS	United States Department of Agriculture and Forest Service
USFWS	United States Fish and Wildlife Service
WPCP	Water Pollution Control Plan

Appendix C Summary of Measures to Minimize Harm

**SUMMARY CHART OF MEASURES TO MINIMIZE HARM
BROWN'S GULCH CULVERT REHABILITATION PROJECT (EA: 4G7000)**

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Visual Aesthetics	The integrity of the visual aesthetics in the area would be minimized by the proposed hydro seeding of the proposed access ramp after construction is completed	Construction	Contractor/Resident Engineer (RE), Landscaping, and Environmental
Air Quality 1	All clearing, grubbing, grading, earth moving, or excavation activities shall cease during periods of high winds to prevent excessive amounts of fugitive dust.	Construction	RE
Air Quality 2	All trucks that haul excavated material off site shall comply with the State Vehicles Code Section 23114.	Construction	RE
Air Quality 3	All active portions off site and unpaved on-site roads shall be periodically watered with an environmentally safe dust suppressant to prevent excessive amounts of dust.	Construction	RE
Air Quality 4	Areas disturbed by clearing, grading earth moving, or excavation operations shall be minimized to prevent excessive amounts of fugitive dust.	Design/Construction	Environmental/RE
Air Quality 5	On-site vehicle speed shall not exceed 15 miles per hour.	Construction	RE
Air Quality 6	Construction equipment engines shall be maintained in good condition and in proper tune as per manufacturers' specifications.	Construction	RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Biological Resources 1 -----Permits	<p>The following permits will be obtained through coordination with the appropriate agency:</p> <ul style="list-style-type: none"> ▪ 1601 Streambed Alteration Agreement (California Department of Fish and Game) ▪ 404 Permit (U.S. Army Corps of Engineers) ▪ 401 Permit (California Regional Water Quality Control Board) <p>All provision required by these permits will be incorporated into the project specifications, and a mutually acceptable mitigation plan will be prepared.</p>	Pre-construction	Environmental
Biological Resources 2 -----Vegetation	Removal of exotics will be conducted within the project area (as only native vegetation shall be mitigated).	Pre-and post-construction	Environmental
Biological Resources 3 -----Vegetation	Outside permanent impact area, if plant species must be cut, they will be cut above ground to allow resprouting.	Construction	Contractor/RE
Biological Resources 4 -----Vegetation	<p>The Department shall mitigate the trees in kind and on-site, and shall determine the number of the replacement trees by multiplying the area of the sled path (A_1) by the percentage cover of each type of tree (indicated above). That will yield a secondary area (A_2). Then based on planting/restoration guidelines for each tree, it will be assessed how many trees will fit into its corresponding A_2 value. That will yield a number of trees of that type to be planted/restored.</p>	Construction	Contractor/RE and Environmental Planning

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Biological Resources 5 -----Nesting Birds	<p>Construction is anticipated to begin in April and last through August of 2005. Thus, the duration is anticipated to be 4-5 months. This means that all construction related work will be conducted outside of the rain season (Oct 1 - March 30), and thus this will avoid/minimize any water quality impacts. However, since the project will involve the cutting of vegetation (for sled path), the Department proposes that this be done prior to February 15 (perhaps as early as November) in order to avoid any impacts to nesting birds. The bird nesting season is February 15th thru September 1st.</p>	Construction	Contractor/RE
Biological Resources 6 -----Nesting Birds	<p>A district biologist will survey the appropriate areas for nesting birds a minimum of once every ten days. The surveys will concentrate on areas where there are adjacent trees, where nesting birds are potentially located. If nesting birds are found, the area will be flagged and a buffer zone will be established where work would be prohibited.</p>	Construction	Contractor/RE and Environmental Planning/Biologist
Biological Resources 7 -----Construction	<p>The perimeter of the construction area will be fenced and flagged to prevent damage to the adjacent area.</p>	Pre-construction	RE
Biological Resources 8 -----Construction	<p>To avoid impacts to sensitive wildlife species, construction areas will not be lighted during non-daylight hours.</p>	Construction	RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Biological Resources 9 -----Construction	If previously unknown sensitive species or other biological resources are encountered after construction has commenced, all work shall halt in the vicinity until consultation has taken place with the appropriate resource agency.	Construction	RE
Biological Resources 10 -----Construction	To avoid impacts to sensitive wildlife species, construction activities will be limited to daylight hours.	Construction	RE
Biological Resources 11 -----Construction	Construction storage will be in a designated non-sensitive area. Construction equipment will be stored outside of the channel (defined as top of slope to top of slope), away from the stream banks. No equipment maintenance will be performed in the streambed.	Construction	RE
Biological Resources 12 -----Construction	Contractor maintenance equipment and repair items are to be stored in an area that is currently paved, and that will not impair the road in any way or impact the biological diversity of the area.	Construction	Contractor/RE
Biological Resources 13 -----Construction	Contractor and maintenance personnel shall look under mechanical equipment (before moving) for animals (reptiles, amphibians, and mammals) that may use the equipment for cover.	Construction	Contractor/RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Cultural Resources 1	It is Caltrans policy that if cultural materials appear during construction, work will stop in the immediate area. The District 7 Cultural Resource staff will be notified upon such discovery and appropriate measures will be performed to mitigate impacts to the resource. Work may only resume with approval from the Caltrans archaeologist.	Construction	RE
Geology and Soils 1	Embankment construction should conform to Section 19 of the Standard Specifications.	Design/Construction	RE/Contractor
Geology and Soils 2	The use of geosynthetic reinforcement is recommended	Design	Design
Hazards 1	A fire prevention and control program will be established that limits activity in and adjacent to flammable vegetation. A full water truck should be available should a fire occur within the project area.	Design	Design/Environmental
Hazards 2	Should excavation reveal unknown potentially hazardous materials, Caltrans policy would require work to halt in the immediate vicinity until the area in question could be investigated and proper mitigation could be proposed.	Construction	RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Water Quality 1	<p>The following permits are required as part of the SWPPP and WPCP for this project:</p> <ul style="list-style-type: none"> • Regional Water quality Control Board 401 Permit • U.S. Army Corps of Engineers 404 Permit • California Department of Fish and Game 1601 Streambed Alteration Agreement • NPDES Storm Water Pollution Prevention Plan • Equipment Evacuation Plan 	Pre-Construction	Design and Environmental
Water Quality 2	The contractor shall provide a Storm Water Pollution Prevention Plan (SWPPP) and erosion control plan. The plans must be approved by the Resident Engineer (RE) and submitted for approval to the RWQCB.	Pre-construction	Environmental/RE
Water Quality 3	Best storm water pollution control management practices will be implemented to protect the Construction Zone from local flooding and to prevent contaminated runoff or prevent excessive silt and other erosion from entering the Culvert or any other drainage. Sandbag barriers, check dams, sediment traps, and other erosion control measures will be provided	Pre - Construction and Construction	Contractor/RE
Water Quality 4	All work will be conducted outside of the rain season (Oct 1 st – March 30 th), except for the cutting of the above mentioned potential nesting vegetation which will be done prior to February 15 th .	Construction	Contractor/RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Water Quality 5	Raw cement/concrete or washings thereof, asphalt, paint, oil/other petroleum products, or any other substances which could be hazardous to aquatic life, resulting from project related activities, shall be prevented from contaminating the soil and/or entering the culvert or any drainages.	Construction	Contractor/RE
Water Quality 6	Construction will be limited to low-flow periods to minimize impacts to water quality.	Construction	Environmental/RE
Water Quality 7	Should it rain during vegetation grubbing and removal or construction, work shall be halted until flows subside.	Construction	RE
Water Quality 8	No foreign material (concrete, oil, fuel, excavated material) will be allowed to enter the active streambed or culvert. Best Management Practices will be implemented. This could include sandbag barriers, check dams, sediment traps, and other erosion control measures.	Construction	RE
Water Quality 9	Standard erosion control will be provided on new slopes according to State and Federal water quality discharge requirements.	Construction	Contractor Landscaping/Environmental
Noise 1	The contractor shall comply with all local sound control and noise level rules, regulations and ordinances that apply to any work performed pursuant to the contract.	Construction	RE
Noise 2	Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.	Construction	Contractor/RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Construction 1	Maintenance and Construction equipment shall be checked and maintained daily by contractor so as to prevent leaks or other potential contamination problems.	Construction	Contractor/RE
Construction 2	At the end of the day when operations are complete, any excess materials, debris or trash shall be removed from the work area and properly disposed of by contractor. All personnel working within the project area will follow all litter and pollution laws.	Construction	Contractor/RE
Construction 3	Daily removal of dirt spilled on to paved roads	Construction	Contractor/RE
Construction 4	Contractor shall phase grading to minimize the area of disturbed soils	Construction	Contractor/RE
Construction 5	Contractor shall phase construction activities to minimize daily emissions	Construction	Contractor/RE
Construction 6	Contractor shall properly maintain construction vehicles to maximize efficiency and minimize emissions	Construction	Contractor/RE
Construction 7 -----Dust	Contractor shall stabilize construction roads and dirt piles with water twice daily	Construction	Contractor/RE
Construction 8 -----Dust	Contractor shall limit speeds on unpaved construction roads to 15mph	Construction	Contractor/RE

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Construction 9 -----Dust	Contractor shall cease grading and excavation activities when wind speeds exceed 25 miles per hour and during extreme air pollution episodes	Construction	Contractor/RE
Construction 10 -----Dust	Contractor shall require covering of all haul trucks	Construction	Contractor/RE
Transportation/Traffic	Construction will take place only on weekdays in order to minimize the possibility of traffic increases during construction	Construction	Contractor/RE

Appendix D Scoping Notice

DEPARTMENT OF TRANSPORTATION

Division of Environmental Planning

120 SPRING STREET

LOS ANGELES, CA 90012

PHONE (213) 897-0703

FAX (213) 897-0685

*Flex your power!
Be energy efficient!*

February 11, 2002

File: 07-LA 39 (PM 22.46)

Culvert Rehabilitation

EA: 4G7000

Notice of Scoping/Initiation of Studies

Caltrans is formally initiating studies for a Culvert Rehabilitation project on State Route 39 in Los Angeles County. The project proposes to rebuild an existing culvert bottom described as a 2.7m Diameter Horseshoe Shaped Culvert, fill in gullies below existing channel invert with rock, create a permanent access ramp, and restore an eroded fill slope. Clearing and grubbing of vegetation as well as grading will be required. The project is located at Brown's Gulch, a blue line stream that is within the United States Angeles National Forest.

Preliminary environmental resource studies and agency coordination have indicated that the resulting environmental document will be an Initial Study/Environmental Assessment that is expected to lead to a Focused Negative Declaration/Finding of No Significant Impact (ND/FONSI). The focus of this document will be on the biological resources that are present in the project area.

In order to ensure that all pertinent factors are considered, Caltrans will work cooperatively with other agencies and their staffs, community members, and community groups throughout this study. Comments or suggestions that you may have concerning potential social, economic, and environmental impacts under this proposal are welcome.

If requested, a public hearing will be held to discuss the specific parameters of this project once adequate studies have been completed. Advance notification of the public hearing time and location will be well publicized.

If you have any questions regarding this proposed project please send your written comments by March 20, 2002 to:

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (07-LA 39 P.M. 22.46 Culvert Rehabilitation)
California Department of Transportation, District 7
120 S. Spring Street (MS 16A)
Los Angeles, CA 90012

If you have any questions or need additional information please contact Ronald Kosinski at (213) 897-0703 (email:Ron_Kosinski@dot.ca.gov) or Amy Pettler at (213) 897-8081 email: Amy_Pettler@dot.ca.gov).

Thank you for your interest in this transportation maintenance study.

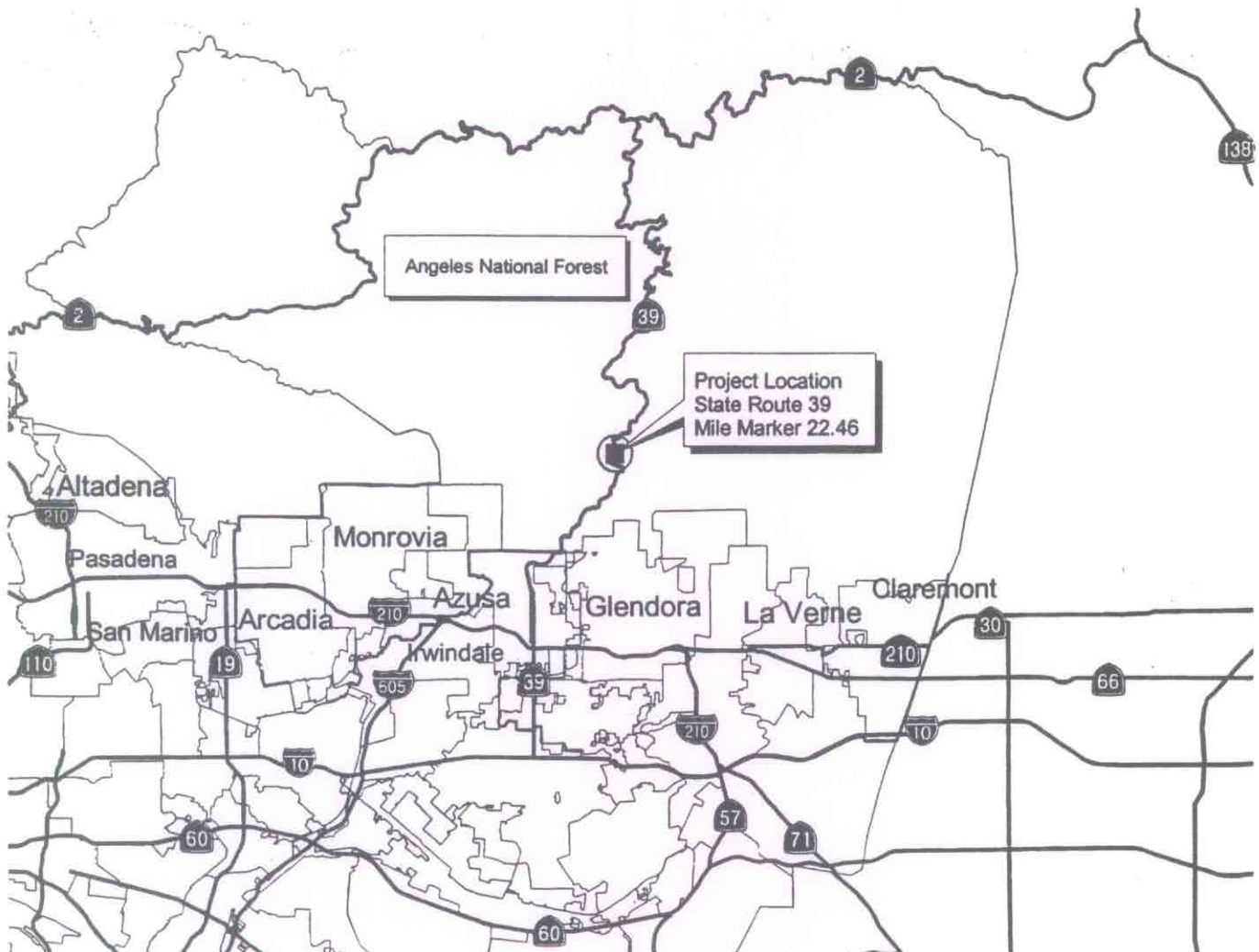
Sincerely,

RONALD J. KOSINSKI

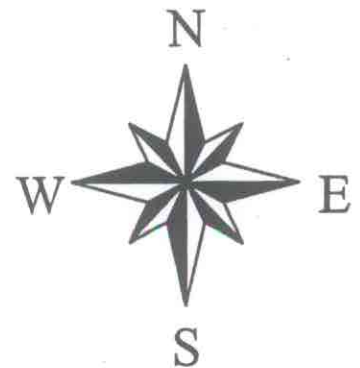
Deputy District Director, Division of Environmental Planning
California Department of Transportation

Project Location Map

State Route 39 Brown's Gulch Culvert Rehabilitation



9 0 9 18 Miles



Appendix E Scoping Comments



United States
Department of
Agriculture

Forest
Service

San Gabriel River
Ranger District

110 N. Wabash Ave.
Glendora, CA 91741
626-335-1251 Voice
626-574-5209 TTY

File Code: 7400

Date: February 25, 2002

Ronald Kosinski
Division of Environmental Planning
Caltrans
120 S. Spring Street (MS 16A)
Los Angeles, CA 90012

Dear Mr. Kosinski:

I am writing in response to your letter dated February 11, 2002, referenced as File: 07-LA 39, (PM 22.46), State Route 39 Culvert Rehabilitation, EA: 4G7000.

I would like your analysis to consider the visual impacts of creating a permanent access ramp off of the highway, especially if the access ramp is to be located on the east side of SR 39. In addition, any downstream sedimentation created during ramp construction will need to be considered.

I will need to review the archaeological and biological reports prepared by your specialists. Once these are completed, please forward them to my office for review. We would also like to review the Focused Negative Declaration/Finding of No Significant Impact (ND/FONSI).

Should you have questions, please contact Karen Fortus at (626) 335-1251 extension 249.

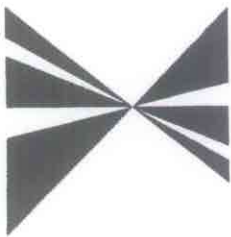
Sincerely,

MARTY DUMPIS

District Ranger



SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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San Bernardino • First Vice President:
uncinmember Hal Bernson, Los Angeles •
ond Vice President: Mayor Pro Tem Bev Perry,
a • Immediate Past President: Mayor Ron Bates,
Alamitos

perial County: Hank Kulpert, Imperial County

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Angeles County • Zev Yaroslavsky, Los Angeles
County • Harry Baldwin, San Gabriel • Bruce
Cerritos, Cerritos • George Bass, Bell • Hal
mon, Los Angeles • Robert Bruesch, Rosemead
• Denise Daniels, Paramount • Jo Anne Darcy, Santa
rita • Ruth Galanter, Los Angeles • Eric Garcenti,
Los Angeles • Ray Grabinski, Long Beach • James
lin, Los Angeles • Janice Hahn, Los Angeles •
Hardison, Torrance • Nate Holden, Los Angeles
• Lawrence Kirkley, Lawndale • Brenda Jacobs, El Segundo •
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March 12, 2002

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (07-LA 39 P.M. 22.46 Culver Rehabilitation)
California Department of Transportation, District 7
120 S. Spring Street (MS 16A)
Los Angeles, CA 90012

RE: SCAG Clearinghouse No. I 20020110 Culvert Rehabilitation

Dear Mr. Kosinski:

Thank you for submitting the **Culvert Rehabilitation** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Culvert Rehabilitation**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **March 1, 2002** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Planner,
Intergovernmental Review

FEB. 19, 2002

TO: RONALD J. KOSINSKI, DEPUTY DISTRICT DIRECTOR,
CALTRANS.

REGARDING CULVERT REHABILITATION (07-LA 39
PM, 12.46)

IF NO ACTION IS TAKEN TO REHABILITATE THIS
CULVERT, "... FILL IN GULLIES EXISTING CHANNEL
INVERT WITH ROCK, CREATE A PERMANENT ACCESS
RAMP AND RESTORE AN ERODED FILL SLOPE,"
THEN DOING NOTHING WILL CAUSE THE REASONS
FOR PERFORMING THE ABOVE CONDITIONS TO GET
WORST. THUS LEAVING AN EVEN LARGER
REBUILDING ~~8~~ JOB BECAUSE OF AGING AND
EROSION, THUS CAUSING MORE SIGNIFICANT
DISTURBANCE, THUS DESTROYING MORE ENDANGERED
SPECIES. HIGHWAY 39 IS USED BY THOUSANDS
AND THOUSANDS OF FOREST USERS EACH YEAR,
IT MUST BE MAINTAINED TO KEEP IT OPEN AND
TO KEEP IT SAFE. WHEN IT HAS TO BE REPAIRED,
IT HAS TO BE REPAIRED.

I FEEL THAT THIS IS AN IMPORTANT AND
ESSENTIAL PROJECT THAT HAS TO BE DONE

SINCERELY

CHUCK UCKER

1453 S. RIMHURST AVE.
GLENORA, CA.
91740

DEPARTMENT OF TRANSPORTATION

Division of Environmental Planning
120 SPRING STREET
LOS ANGELES, CA 90012
PHONE (213) 897-0703
FAX (213) 897-0685



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February 11, 2002 CENNY B. MCCORMACK, COUNTY CLERK File: 07-LA 39 (PM 22.46)

COUNTY OF LOS ANGELES
DEPUTY REGISTRAR-RECORDERS
Culvert Rehabilitation

Notice of Scoping/Initiation of Studies

Caltrans is formally initiating studies for a Culvert Rehabilitation project on State Route 39 in Los Angeles County. The project proposes to rebuild an existing culvert bottom described as a 2.7m Diameter Horseshoe Shaped Culvert, fill in gullies below existing channel invert with rock, create a permanent access ramp, and restore an eroded fill slope. Clearing and grubbing of vegetation as well as grading will be required. The project is located at Brown's Gulch, a blue line stream that is within the United States Angeles National Forest.

Preliminary environmental resource studies and agency coordination have indicated that the resulting environmental document will be an Initial Study/Environmental Assessment that is expected to lead to a Focused Negative Declaration/Finding of No Significant Impact (ND/FONSI). The focus of this document will be on the biological resources that are present in the project area.

In order to ensure that all pertinent factors are considered, Caltrans will work cooperatively with other agencies and their staffs, community members, and community groups throughout this study. Comments or suggestions that you may have concerning potential social, economic, and environmental impacts under this proposal are welcome.

If requested, a public hearing will be held to discuss the specific parameters of this project once adequate studies have been completed. Advance notification of the public hearing time and location will be well publicized.

If you have any questions regarding this proposed project please send your written comments by March 20, 2002 to:

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (07-LA 39 P.M. 22.46 Culvert Rehabilitation)
California Department of Transportation, District 7
120 S. Spring Street (MS 16A)
Los Angeles, CA 90012

If you have any questions or need additional information please contact Ronald Kosinski at (213) 897-0703 (email:Ron_Kosinski@dot.ca.gov) or Amy Pettler at (213) 897-8081 email: Amy_Pettler@dot.ca.gov).

Thank you for your interest in this transportation maintenance study.

Sincerely,

Ronald Kosinski
RONALD J. KOSINSKI

Deputy District Director, Division of Environmental Planning
California Department of Transportation

THIS NOTICE WAS POSTED
ON FEB 21 2002

UNTIL MAR 25 2002

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GARY & JAN M ROSSI
PO BOX 2358
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PO BOX 1025
WRIGHTWOOD, CA 92397-1025

RICHARD & MAXINE RANDLE
8406 SVL BOX
VICTORVILLE, CA 92392-5125

JAMES W & DOREEN P HOGGAN & TRUST
PO BOX 950
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26633 TIMBERLINE DR
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2961 MORVALE DR
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2210 VISTA PROMESA
SANTA MARIA, CA 93458

DAVID COLLANDER
PO BOX 2018
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WRIGHTWOOD, CA 92397-3056

CHRISTOPHER & KRISTINA ELKIN
26612 AZUSA & SAN GABRIEL CANYON
WRIGHTWOOD, CA 92397

RANDAL QUICK
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SAN PABLO, CA 94806-1431

RONALD & KATHLEEN KIRKLAND
PO BOX 2790
WRIGHTWOOD, CA 92397-2790

WATSON ELEANOR A & FAMILY TRUST
1923 COUNTRY CLUB DR
GLENORA, CA 91741

MARK & DOROTHY MCFARLAND
PO BOX 1268
WRIGHTWOOD, CA 92397-1268

KAUPER TRUST
2859 E VANDERHOOF DR
WEST COVINA, CA 91791

CHARLES W. NELSON
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WRIGHTWOOD, CA 92397-2924

JOHN J. FITZSIMMONS
107 VIA TOLUCA
SAN CLEMENTE, CA 92672

MARK J. & CYNTHIA A. MCCORMICK
PO BOX 653
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DENNIS F. BETHURUM
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SAN JUAN CAPO, CA 92675-5376

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WRIGHTWOOD, CA 92397

MILDRED I BOEHM
15931 ALTA VISTA DR UNIT C
LA MIRADA CA 90638

MIKE & MARIA BOKULIC
PO BOX 2905
WRIGHTWOOD CA 92397-2905

DONALD H WOOD
PO BOX 3077
WRIGHTWOOD CA 92397-3077

ATTENTION: RAY HENSLEY
ANGELES WATER RESOURCES CONSERVANCY
STAR ROUTE #1
LA CANADA, CA 91011

ALICE M ESCALERA TRUST
P.O. Box 793
WRIGHTWOOD CA 92397-0793

CARL H & SHANNA L PUELS
PO BOX 1219
WRIGHTWOOD CA 92397-1219

JOHN C & PATRICA A GARNER
PO BOX 2111
WRIGHTWOOD CA 92397-2111

UNITED METHODIST CHURCH
1543 BARBARA STREET
WRIGHTWOOD, CA 92397

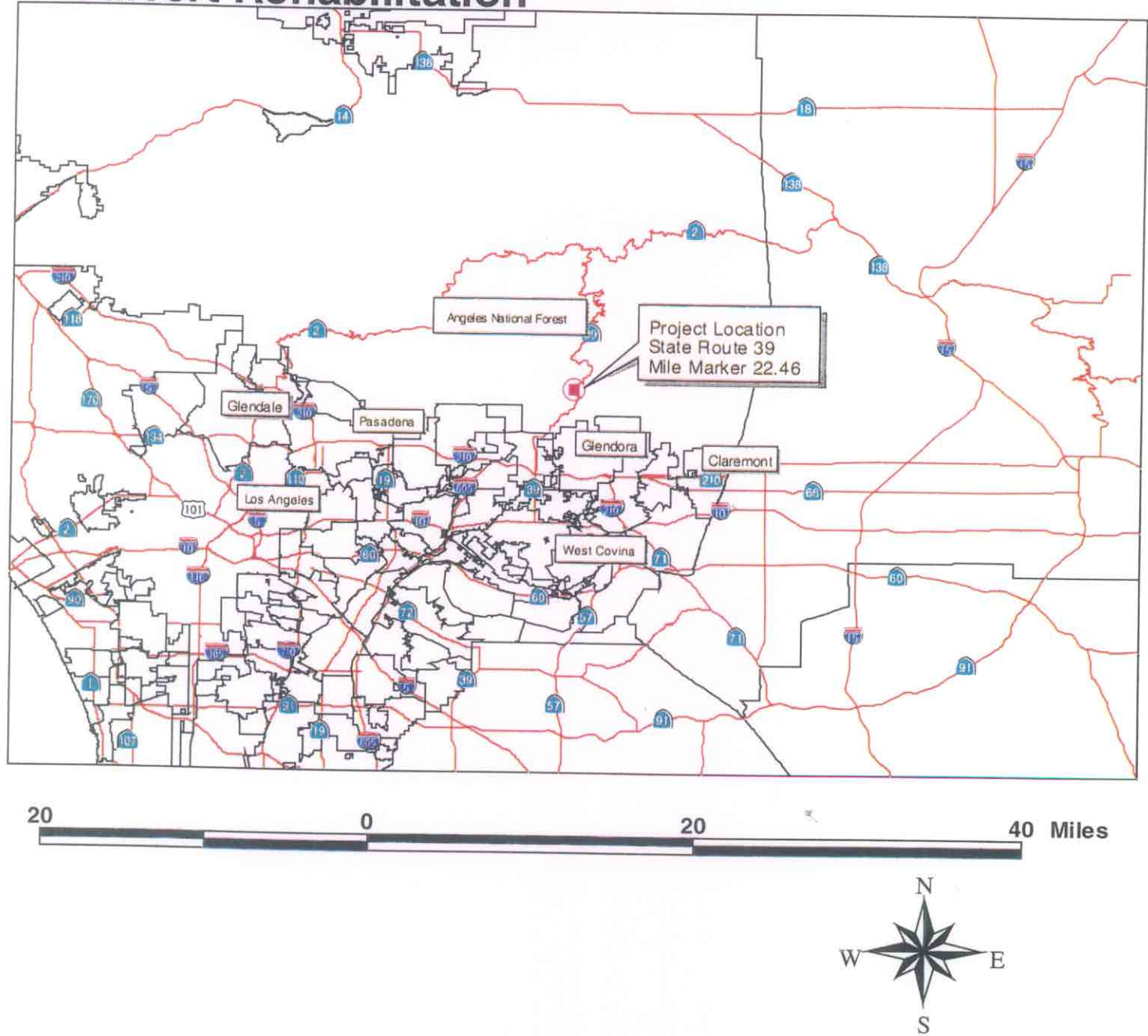
Appendix G Project Location Map

Figure 1 – Project Location Map

Project Location Map

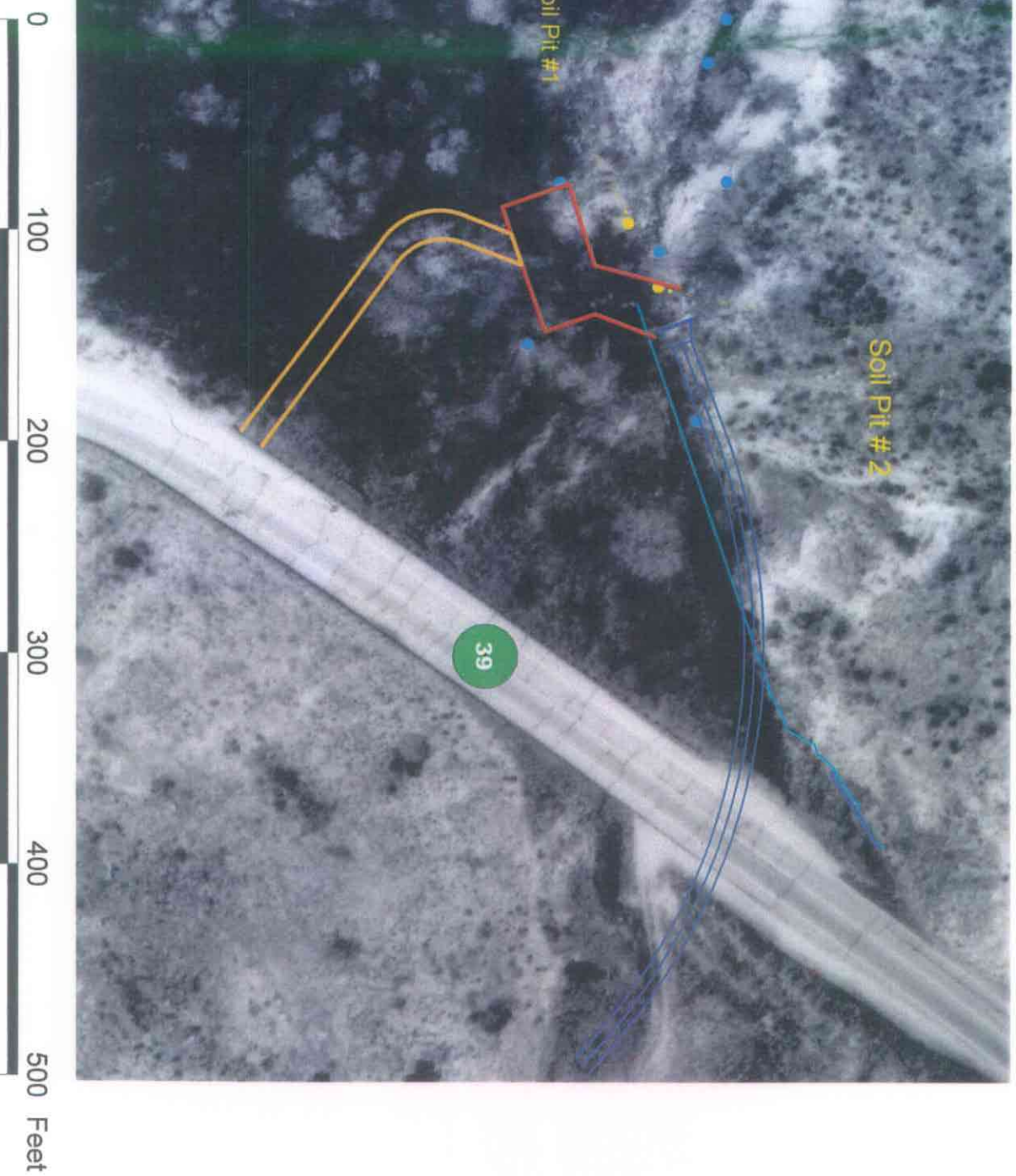
State Route 39 Brown's Gulch

Culvert Rehabilitation



Appendix H Project Area of Impact

Brown's Gulch Project Impact Area



Legend

Design Features



Culvert



Sled Path



Grubbing and Removal Area



Soilpits
Trees
Streams

Image Brown's Gulch Aerial Photo

Appendix I Comment Letters and Responses



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

May 1, 2003

Paul Caron
Department of Transportation, District 7
120 South Spring Street
Los Angeles, CA 90012-3606

Subject: State Route 39 Culvert Rehabilitation Project at Brown's Gulch
SCH#: 2003041009

Dear Paul Caron:

The State Clearinghouse submitted the above named Other Document to selected state agencies for review. The review period closed on April 30, 2003, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Response to Comment I-1 from the State Clearinghouse:

We acknowledge that you received the draft Initial Study, and that the review period began on April 1, 2003 and ended April 30, 2003. We also acknowledge that the document was forwarded to the listed agencies for their review. All comments received were taken into consideration in preparing the final Initial Study.



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE REFER TO FILE: WM-4

May 15, 2003

Mr. Paul Caron
Department of Transportation
District 7, Division of Environmental Planning
120 South Spring Street
Los Angeles, CA 90012-3606

Dear Mr. Caron:

RESPONSE TO AN INITIAL STUDY STATE ROUTE 39 CULVERT REHABILITATION PROJECT ANGELES NATIONAL FOREST

Thank you for the opportunity to provide comments on the subject project. The proposed project is a reconstruction of a culvert invert at the bottom of Brown's Gulch, a canyon adjacent to State Route 39. This project has been proposed to ensure the stability of the structure, which is presently compromised by scour due to erosion and age. It is located off of State Route 39 and San Gabriel Canyon Road in the Angeles National Forest just north of the City of Azusa in the County of Los Angeles. We have reviewed the submittal and offer the following comments:

Environmental Programs

We have reviewed the subject document and have no comments.

If you have any questions, please contact Ms. Lisa M. Woung at (626) 458-3996.

Geotechnical and Materials Engineering

The proposed project will not have significant environmental effects from a geology and soils standpoint, provided the appropriate ordinances and codes are followed.

If you have any questions, please contact Mr. Amir Alam at (626) 458-4925.

Mr. Paul Caron
May 15, 2003
Page 2

Land Development

Transportation Planning

We have reviewed the subject document and have no comments.

If you have any questions, please contact Mr. Hubert Seto at (626) 458-4349.

Traffic and Lighting

The project will not have any significant impact to County and County/City roadways in the area. No further information is required.

If you have any questions, please contact Ms. Anna Marie Gilmore of our Traffic Studies Section at (626) 300-4741.

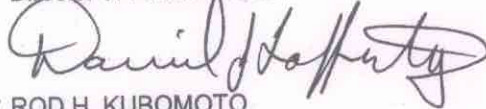
Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increase in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works



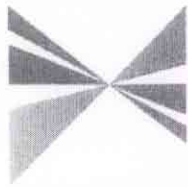
For ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:rolkk
A:\EIR310.doc

Response to Comment I-2 from the City of Los Angeles Department of Public Works:

We acknowledge that you have received and reviewed the draft Initial Study. Thank you for your comment regarding watershed management. The project involves the maintenance of an existing culvert drainage. Maintaining this culvert would uphold any current water quality standards or waste discharge requirements. Groundwater supplies or recharge would not be impacted by the proposed project. The same drainage pattern of the site would remain, reducing the likelihood of substantial erosion or siltation on- or off-site. Maintaining the culvert would also result in full utility of the drainage capacity for the planned drainage system in the area. No significant amount of excess runoff would be created as a result of the proposed project; therefore, there would be no impact to the capacity of the existing or planned stormwater drainage system. Planting of riparian vegetation is proposed as part of the mitigation for the project that will replace any vegetation removed for staging of equipment or other construction activities.

Please see Chapter 4 of this Initial Study for proposed measures to minimize harm.


**ASSOCIATION of
GOVERNMENTS**
Main Office

818 West Seventh Street

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Los Angeles, California

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Hill • Richard Doren, Lake Forest • Alvin Drake,
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Perry, Brea • Tod Ridgeway, Newport Beach

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Greg Potts, Cathedral City • Ron Roberts,
Imperial • Charles White, Moreno Valley

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Tucuman • Lawrence Dale, Brea • Lee Ann
Garcia, Grand Terrace • Susan Longville, San
Bernardino • Gary Overt, Ontario • Deborah
Kobertson, Rialto

Ventura County: Judy Makela, Ventura County •
Dien Becerra, Santa Valley • Carl Michelhouse, San
Fernando • Tom Young, Fort Huachuca

Riverside County Transportation Commission:
Robert Lowe, Hemet

Ventura County Transportation Commission:
Bill Davis, Santa Valley

Printed on Recycled Paper ISSN 0730-7711

April 9, 2003

Mr. Ronald J. Kosinski, Deputy District Director *RJK*
Division of Environmental Planning (LA-39 4G7000)
California Department of Transportation, District 7
120 S. Spring Street, MS 16A
Los Angeles, CA 90012

RE: SCAG Clearinghouse No. I 20030189 State Route 39 Culvert
Rehabilitation Project at Brown's Gulch

Dear Mr. Kosinski:

Thank you for submitting the State Route 39 Culvert Rehabilitation Project at Brown's Gulch for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the State Route 39 Culvert Rehabilitation Project at Brown's Gulch, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's March 16-31, 2003 Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

Response to the Comment I-3 from Southern California Association of Governments (SCAG):

We acknowledge that you have received and reviewed the draft Initial Study and have no comments. No additional response is required.

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR

120 S. SPRING STREET

LOS ANGELES, CA 90012

PHONE (213) 897-0703

FAX (213) 897-0685

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May 18, 2003

California Department of Fish and Game

Attention: Trudy Ingram

402 Ojai Ave., Suite 101 Box 528

Ojai, CA 93023

Dear Trudy:

Thank you for finding the time to discuss the proposed culvert rehabilitation project at Brown's Gulch on State Route 39 with myself and my staff. After discussing some of your concerns regarding the project, an internal meeting was held to see if further measures to minimize impacts can be incorporated into the project. Alternatives to the proposed access ramp, the possibility of re-contouring the slope after construction as well as possible reductions in the impact area were discussed with our technical staff.

The alternatives to the access road that were discussed included using a slurry for the concrete mixing, the use of a helicopter and doing the work by hand. It was determined that the concrete could possibly be carried by a slurry down to the culvert mouth, however, the access road would still be necessary for other needed equipment including cement buggies, welder and steel rebar, electrical generator, an air circulator, lighting equipment, etc. The use of a helicopter was explored, but is not possible due to power lines making it too dangerous. Doing the work by hand was not seen as an option seeing as it will still be extremely difficult to carry the needed equipment down to the culvert mouth to complete the work.

Since the access road was justified for the above-mentioned reasons, the possibility of re-contouring the slope where the access road would be was discussed. This possibility is being looked at from an engineering standpoint to see what can be done to re-contour the area to something similar to its current contour. Information regarding the down-drain pipe placement after construction will be dependent on this engineering information. It is felt that this down drain has erosion implications and that it should be put under the access road to drain out to the toe of the slope. This may not be possible if re-contouring of the slope is done after construction.

Minimizing the impact area to the footprint of the culvert apron is not a viable option unfortunately with the amount of area needed to maneuver the equipment needed for the work. However, we have looked at ways to reduce the area of impact and attached is a drawing with our proposal. It looks as if it is possible to avoid the riparian area that is just north west of the culvert mouth by realigning the access road and reducing the limits of clearing and grubbing as shown on the drawing. This is the minimum area needed to store the material and equipment described above and to use as a staging area for construction.

Hopefully we can continue to work together on this project to address your concerns. This Division will supply you with more information on the revised impact area and re-contouring details when they are available.

Sincerely,

Paul Caron

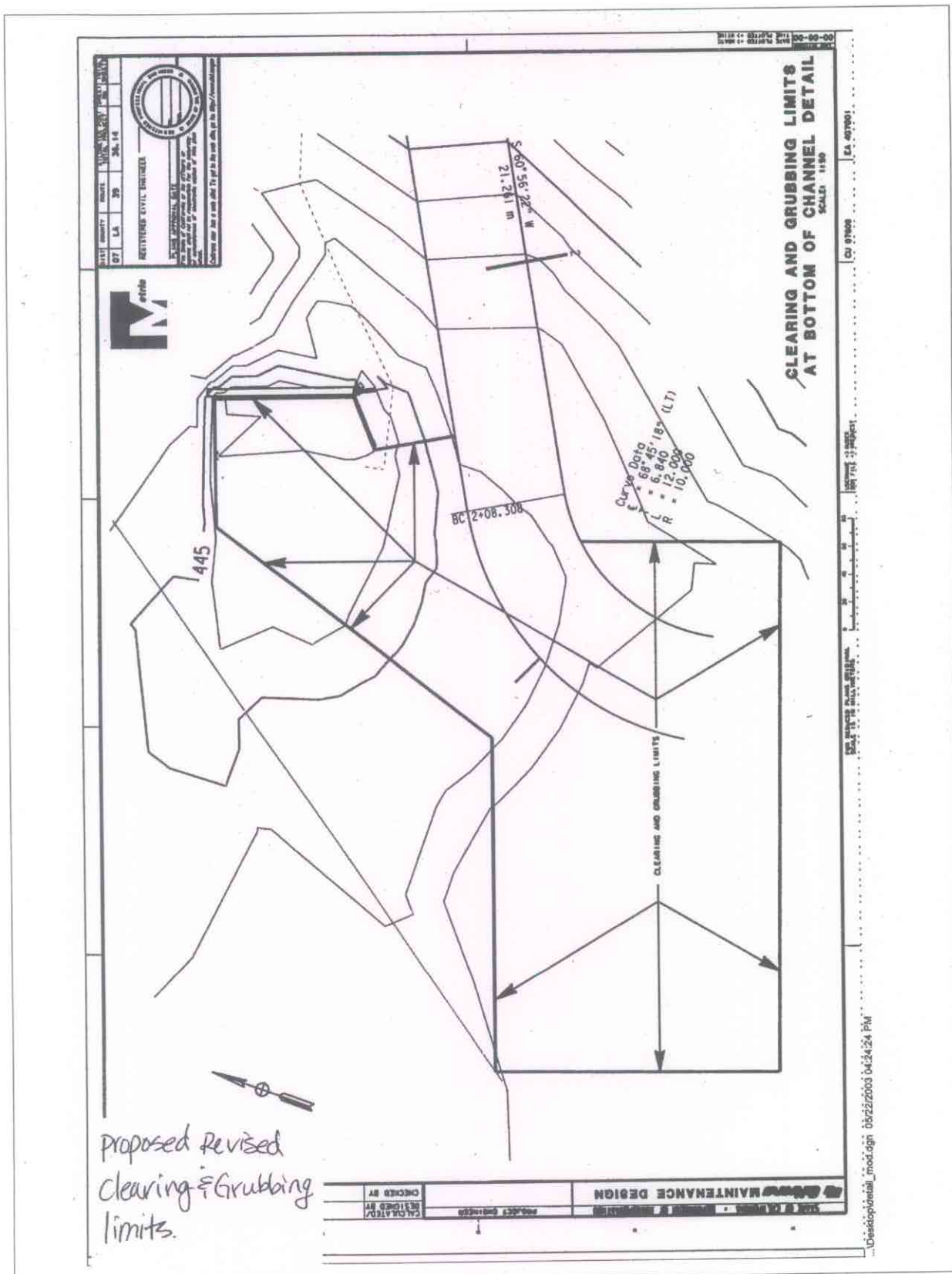
Office Chief

Division of Environmental Planning

*"Caltrans improves mobility across California"***I-4 California Department of Transportation Response Letter to
Coordination with the Department of Fish and Game**



I-4 Attachment of Original Proposed Clearing and Grubbing Limits (Page 2)



I-4 Attachment of Proposed Revised Clearing and Grubbing Limits (Page 3)



United States
Department of
Agriculture

Forest
Service

Angeles National Forest
Supervisor's Office

701 N. Santa Anita Ave.
Arcadia, CA 91006-2725
626-574-1613 Voice
626-574-5209 TTY

File Code: 1500

Date: April 22, 2003

Mr. Ronald J. Kosinski, Deputy Dist. Director *JK*
Division of Environmental Planning,
(LA-39 4G7000)
Calif. Department of Transportation, Dist 7
120 S. Spring Street, MS 16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

The following is our list of comments from the Angeles National Forest Supervisor's Office for a culvert rehabilitation project on State Route 39 at Brown's Gulch. Please incorporate these comments into your Initial Study.

- 1- The Forest Wildlife Biologist has reviewed the current BE/BA which was signed in 2002. The project is cleared from TEPS issues.
- 2- An air quality conformity analysis will need to be done. CalTrans will be asked to do this.
- 3- Looking over the project the biggest concern from sediment water quality perspective is the placement, construction and maintenance of the graded access road to the construction site. This will be a very steep road so proper drainage will be necessary to prevent erosion. On the summary chart under Water Quality #3 you at least recognize the problem and have made some suggestions.
- 4- After the construction is completed will there be a more permanent solution to the erosion be provided?
- 5- Once the project is completed will a heavy gate and fence be installed to control access to the canyon bottom?

If you need additional information or explanation to our comments, please call
Clem Lagrosa, Resources/LMP Staff Officer. His phone number is 626-574-5256.

Jody Cook
JODY COOK
Forest Supervisor

Comments
1 through 5



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I-5 United States Department of Agriculture Angeles National Forest

Response to Comment I-5 from the U.S. Angeles National Forest:

Comment 1: Thank you for noting the receipt and review of the BE/BA.

Comment 2: Please see the discussion on Air Quality in Chapter 4 of the IS for proposed measures to minimize harm and a discussion of the environmental evaluation.

Comment 3: The previously proposed graded access road to the construction site is no longer a part of this project. The equipment and workers needed to rehabilitate the culvert bottom will access the construction area via a sled. The sled path can be viewed in Appendix H Project Area of Impact.

Comment 4: The previously proposed graded access road has been abandoned as part of the project. Any erosion that could occur due to sledding the equipment down the adjacent hillside would be minimized by using Best Management Practices as well as reseeding the area as necessary.

Comment 5: The previously proposed graded access road to the construction site is no longer a part of this project. Therefore, the need for a heavy gate to control access would not be necessary.